



# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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BALTIMORE, AUGUST 20, 1908.

In discussing "how to restore pros-  
perity" the *Wall Street Journal* very  
truthfully says:

There is only one royal road to prosperity,  
and that is hard, persevering work, intelli-  
gent saving and decent living. Congress can-  
not legislate prosperity into being. Pros-  
perity is not an act of law. It is the prod-  
uct of a bountiful nature working in combi-  
nation with faithful labor and a great or-  
ganization of business, freed from all inter-  
ference save only that needed to insure pub-  
licity and fair competition.

Bountiful nature is doing her part. Are  
you doing yours?

### A FITTING BIRTHDAY CELE- BRATION.

From the offices of the Baltimore  
*American*, one of the oldest and most-  
widely-known newspapers in the coun-  
try, there was issued on Monday of  
this week the first number of a new  
evening paper—The *American Star*, a  
newsy, attractive publication of 16  
pages, well written, skillfully illustrated  
and neatly printed, with an individual-  
ity all its own. This journalistic ven-  
ture will be published every weekday  
afternoon, and, according to the an-  
nouncements preceding its initial ap-  
pearance, it will be neither a campaign  
publication nor a party organ. On the  
contrary, it proposes to "deal fairly and  
squarely with every party and every  
creed."

The appearance of the new paper her-  
alded the advent of the *American's*  
one hundred and thirty-fifth birthday,  
and Gen. Felix Agnus, its publisher,  
richly merits the thousands of congrat-  
ulations he has received upon the en-  
ergy and strength of his veteran jour-

nal, which, notwithstanding its length  
of years, is endowed with youthful  
vigor and enthusiasm, and to which it  
is quite fitting to apply the poet's fa-  
miliar phrase, "Age cannot wither nor  
custom stale her infinite variety."

The *American Star*—which, by the  
way, is not a hyphenated title—has  
met with a hearty welcome from the  
readers of Baltimore and Maryland,  
and will doubtless become a favorite  
also with people in other States. It  
bears the earmarks of success and abil-  
ity, and promises to soon win a high  
place in the newspaper field of this  
section.

### ANARCHY MUST END.

Arson, murder, anarchy—this is the con-  
dition in the Birmingham district. It is intol-  
erable. The laws must and shall be re-  
spected and obeyed. There can be no pallia-  
tion for the crime at Acton Friday night,  
where four humble homes were dynamited  
and a human being killed. Words cannot be  
harnessed together strong enough to de-  
nounce the infamous outrage near Blocton  
early Sunday morning, where three men  
were killed and 11 wounded.

Never has this community or any other  
faced a more serious situation. The time is  
here, and now, for hard, calm, courageous,  
patriotic thought, and then prompt and ir-  
resistible action. The manhood of the Bir-  
mingham district is not going to submit to a  
continuance of a situation which paralyzes  
business, threatens the safety of homes and  
imperils and destroys human life.—*Birming-  
ham News*.

It is well that the Alabama papers  
take this stand and demand that murder  
and anarchy shall end. Would that  
every paper in every State where the  
red-handed murderer is abroad would  
cry out and spare not until the public  
and the State authorities unite to send  
the murderers to their just punishment  
on the gallows.

Poor old Kentucky, boasting for gen-  
erations of its manhood, of the courage  
of its people, has for many long months  
permitted the murderer, the anarchist,  
the devil incarnate, to roam at large.  
Not as men out in the open do these  
murderers fight, but as the midnight  
assassin, creeping stealthily upon their  
victim, whether man or woman. In  
this way do these scoundrels make life  
intolerable in one of the fairest por-  
tions of earth. The *MANUFACTURERS'*  
*RECORD* has been told that members of  
Christian churches have donned their  
disguises and taken part in this cow-  
ardly, brutal work of the night-riders,  
and that ministers of the gospel in  
those sections dare not preach against  
these murderers. For the sake of hu-  
manity, for the sake of the religion  
which men profess, we trust that this  
statement is false. Surely the people  
of Kentucky and the religion of those  
who profess it have not sunk into such  
depths as that. Some months ago the  
Governor of Kentucky made many fair  
promises, and we said then, "These be  
brave words; now let us have brave  
acts." The world hasn't seen the brave  
acts yet. Possibly the Governor is do-  
ing his best, but at this distance his  
best seems very weak.

## THE MEANING TO MANUFACTURERS AND OTHERS OF OUR AGRI- CULTURAL PROSPERITY.

The corn crop for the year is estimated at over 2,707,000,000 bushels, against 2,592,000,000 bushels in 1907. Here is a gain of 115,000,000 bushels. But corn is selling at more than 20 cents a bushel above the same time last year. At this rate the crop would be worth \$585,000,000 more than last year, or about \$1,920,000,000, against \$1,336,000,000 in 1907.

The wheat crop is estimated at 678,000,000 bushels, or a gain of 44,000,000 bushels over last year. Wheat is much higher than at the same time in 1907, the difference at present being about 10 cents a bushel. On this basis wheat would bring over \$100,000,000 in excess of last year's total value. These two crops, should the parity of prices over 1907 continue as great as at present, would thus bring to the farmers about \$675,000,000 to \$700,000,000 more than last year. Even should prices largely decline there would still be room for a great gain over 1907.

In view of these facts and of the general increase throughout the country in nearly all leading crops we believe it safe to estimate that the total value of the farm products of 1908 will approximate \$8,200,000,000 as compared with \$7,400,000,000 in 1907.

If present conditions hold out and this tentative estimate is realized, the farmers will receive about \$800,000,000 more for their crops than they did last year. These facts spell Prosperity in big letters for the agricultural interests of the country. They show a steady gain in the value of farm products of such tremendous import as to indicate that we have not yet seen the cumulative effects of this advance.

Take the value for the last four years and we have the following:

Years.	Value of Farm Products.	
1905.....	\$6,415,000,000	
1906.....	6,794,000,000	
1907.....	7,412,000,000	
1908 (estimated).....	8,200,000,000	
Total for four years.....	\$28,821,000,000	

These stupendous figures are, however, due to higher prices to a greater extent than to an increase in quantity. They mean, therefore, a much higher cost of living for the consumers of farm products, and this must naturally mean high wages for mechanics. This prosperity will inevitably, in the working out of economic laws, draw back to the country thousands who have heretofore sought employment in other industries. With the next revival of industrial and railroad activity we shall see a great scarcity of labor—much greater than we had in 1906 and 1907, with a higher range of wages and salaries. Under these conditions it behooves every manufacturer to get ready to meet that inevitable situation by now putting in every possible labor-saving improvement, and every business man to do now, as far as possible, whatever construction work he has planned for the future.

Scrap-heap everything out of date.

Put in as soon as you can every labor-saving device, for with a return of general prosperity you will find a greater scarcity of labor than the industries of the country had to face during the last great boom.

Now, while there is an ample supply of labor needing employment, is the time to get in shape to have machinery do everything possible to lessen manual labor in the future.

The demand for labor will then certainly exceed the supply, and the farseeing man, knowing this, will take advantage of the present situation.

If you expect to build a new house or factory or to enlarge an old one, do so now.

If your plant needs overhauling, don't delay in making it.

In this way, by doing as much work as possible, and thus giving employment to idle men, and by equipping all plants with labor-saving machinery, the industries of the country may be made ready for an even more acute labor condition than they had in 1906 and the early part of 1907. The laboring man will rightly demand high wages, for the cost of living will require it and there will be work for every man who wants it.

The railroads should put every locomotive and car in good shape and be prepared to the best of their ability for the next rush of business, which will swamp the transportation facilities of the country to a greater extent even than in 1906-07.

The wise man will get ready now so as to be prepared for the activity which the fundamental conditions of the country, and especially the prosperity of the agricultural interests, make certain.

### THE WORLD'S ENORMOUS GOLD PRODUCTION AND ITS EFFECT UPON PRICES.

A mighty, all-pervading economic force is at work, the importance of which the business men of this country do not seem to have fully grasped. This economic force, which moves with resistless energy, is the enormous production of gold. In May, 1905, the MANUFACTURERS' RECORD, in discussing "The Coming Deluge of Gold," pointed out the stimulating effect of this huge increase in gold production and the certainty of its resulting in a higher range of prices and an advance of wages. On March 7, 1907, referring to the same subject, we said:

Over and over the MANUFACTURERS' RECORD, in discussing this subject, pointed out that during this changing period in the world's affairs there would be a great unrest among the laboring people, who, forced by the increasing cost of living, would demand and gradually secure a very much higher range of wages. It was urged that all employers of labor should themselves recognize the justice of this situation and voluntarily initiate a general advance in wages and in salaries commensurate with the increased cost of living. This readjustment has not yet been completed. No one need imagine that we have seen the limit of the higher cost of materials of all kinds, of wages and of living.

On February 21 of the same year the MANUFACTURERS' RECORD called attention to the fact that we had entered upon a new period in the world's economic conditions, and said, "Most of our financiers and railroad people have not yet realized that it is more than a passing matter of a year or two."

The production of gold, to which attention was thus called, goes on with an accelerating pace. During the first half of the nineteenth century the total production of gold was \$787,000,000, while during the second half it amounted to \$6,900,000,000. For the first time in the history of the world the production of gold exceeded \$200,000,000 in 1896, while in 1903 the output was about \$350,000,000 and in 1907 it was \$412,000,000. In other words, two years' production now will largely exceed the total production of the first half of the nineteenth century. The production of the 12 years from 1896 to 1907, both inclusive, was over \$3,730,000,000, or considerably more than the total production of the world from 1492 to 1850. The world's production from 1492 to 1895, a little over 400 years, was \$8,700,000,000. In the last 12 years the world has produced 42 per cent. as much gold as it did in the preceding 403 years.

Reviewing this situation we said on March 7, 1907:

In studying these figures every thoughtful man must be impressed with their significance, and with the tremendous influence of this gold output upon the expansion of the world's trade and commerce, of a steadily rising cost of living which necessarily means high wages, of a great increase in the value of landed properties, agricultural as well as coal and ore and cement and timber, and all other forms of property whose values, unlike those of bonds and mortgages, are not limited to a fixed rate of income. Temporary reactions will not count very much in halting this upward and forward movement. Its end is not yet in sight, though no one would be so foolish as to say that in the readjustment of the world's business to these conditions there may not be some sharp reactions. Looking out over the whole world we see a situation unlike anything in human history.

We repeat these statements made by the MANUFACTURERS' RECORD as far back as 1905 in order to emphasize a very striking article on the same subject in *Harper's Weekly* of August 15 by Byron W. Holt, a well-known writer on economic subjects. In this article Mr. Holt says:

The last decade has presented a new and most important problem, which is, as yet, unsolved, and even remains undiscovered by the great majority of our financial and business men.

With but very few exceptions, our most sagacious speculators and financiers know no more about gold depreciation and its important effects upon property and security values than did Franklin about electricity and its possible uses. Yet almost before ordinary men are aware of the existence of this gold problem gold depreciation will have revolutionized the ownership of property. Under its strange and powerful influence many will become inordinately and undeservedly rich, while many more will become unexpectedly and undeservedly poor.

To understand this great gold problem is to hold the key that will, in the next 10 years, unlock more doors to wealth than will be unlocked by any other key. The *Wall Street Journal* of December 4, 1906, was right when it said:

"No other economic force is at present in operation in the world of more stupendous power than that of gold production."

A similar problem was presented by the rapidly increasing output and supply of gold from 1850 to 1855, following the discoveries of gold in California and Australia. But the rapid increase in the output of gold during that period lasted but five or six years, after which it declined for 30 years, whereas the present increase has already lasted 20 years, and is reasonably certain to last 10 years longer. There was at that time far more discussion of the effects of gold depreciation than there is today. Richard Cobden, Michael Chevalier, Prof. W. Stanley Jevons and many others wrote pamphlets and books on the commercial and social consequences of the fall in the value of gold. Even before 1850 Hume and many other historians had discovered the wonderful stimulating effects on industry of a rapidly increasing supply of silver and gold money. From the beginning of financial civilization such periods have always been periods of rising prices and wages, of great industrial development, of new and huge enterprises, both public and private, of inflated credit, of speculation; of political and social unrest, of radicalism and reform.

Such a period we are now passing through, though we have, perhaps, only entered it. Our past troubles from rising prices, high interest rates, increased cost of production and social discontent may have to be multiplied several times before the end of the next decade. \* \* \*

Notwithstanding that gold has been hoarded and accumulated for thousands of years, the world's total supply of gold is now four and one-half times what it was in 1850, nearly twice what it was in 1890, and 48 per cent. greater than it was in 1900.

From 1897 to 1907 the world's gold supply increased about 50 per cent. From 1897 to 1907 average prices rose about 60 per cent. in this country, and about 40 per cent. in England. From March, 1907, to June, 1908, prices declined about 15 per cent., both in this country and England. On July 1, 1908, prices were 1 per cent. higher than on June 1. It is probable that they have risen 3 or 4 per cent. since July 1, and not improbable that they will have recovered all of the 15 per cent. decline before the end of 1909.

The effects on industry of this rise and inflation will be striking. As soon as merchants, builders and speculators become aware of the fact that prices have again begun to rise rapidly, there will be a scramble to buy materials, goods and supplies. Consequently, within the next three months, and regardless of the Presidential election, we may expect to see a remarkable revival in business. Possibly by next year we will have as many rush orders as we had in 1906, and our producing and distributing facilities will then be taxed to their utmost capacity.

This spasmodic development of industry will continue as long as our standard of value shall continue to depreciate rapidly. The spasms will gradually become more pronounced and the spasm periods shorter. Instead of 20 or 10-year panic cycles, we are likely to have five-year cycles. Periods of great industrial activity and of business paralysis will follow each other in rapid succession.

The next great fundamental effect on security values comes from the higher rates of interest that result from gold depreciation. Strange as it may seem, more gold does not mean cheaper money—at least not in rates of interest. It means higher rates, and, consequently, lower prices for bonds, preferred stocks and most other long-time obligations drawing fixed rates of interest, dividends or income. \* \* \*

Rising prices and interest rates increase the cost of materials and of operation and tend to decrease the net profits of railroads, street railways, gas companies and other public-service corporations, the prices of whose products or services are either fixed by law or virtually fixed by custom. For this reason there is much trouble ahead for this class of corporations as soon as prices and interest rates begin to rise rapidly again.

By 1909 or 1910 freight and passenger rates must, of necessity, be advanced. Politicians, backed perhaps by public sentiment, will probably try to prevent these advances. Great friction is likely to result. Already Tom L. Johnson's three-cent-fare railway is doomed to failure, and the abolition of transfers on many lines is necessary in New York to save for a time the failure of the Metropolitan Street Railway Co.

Rising prices, on the other hand, tend to increase the net profits of all corporations that own their sources of materials and supplies, and are free to advance the prices of their finished products. This means that the values of lands, mines, forests, buildings and improvements will rise.

Rising prices and cost of living necessitate higher money wages. The fact that wages rise more slowly than prices is one great cause of discontent.

This is only a brief outline of some of the effects of the rapidly increasing output and supply of gold. Summarized, it means an almost certain and speedy resumption of industry, great activity in business for one, two or three years, gradually running into labor and political troubles and then into depression.

The prices of bonds are likely to rise for six months longer, but the rise will be disappointing to many bondholders who are counting on a great and prolonged advance. Railroad stocks may advance for a year, and those of some of the great trunk lines, with expensive terminals, may see high prices during the next six months. The stocks of most industrial corporations are likely to advance for two or three years, and to reach heights never before attained. Interest rates will probably remain low this year, but will advance again next year, until rates of 6, 7 and 8 per cent. prevail.

The predictions of the MANUFACTURERS' RECORD of 1905 are now being fulfilled. Notwithstanding the temporary reaction since last October there has been but little halting in this upward movement. We have seen the great unrest among the laboring people, forced by increased cost of living. We have seen the remarkable increase in the price of agricultural products and of farm lands, and this goes steadily on. And already there are signs that the temporary reaction which caused a decline in the value of manufactured products is passing away and that prices are again beginning to rise. The wise man will recognize these conditions and plan his business operations accordingly.

### THE COMPETITION FOR CAPITAL AND THE SOUTH'S NEEDS.

The MANUFACTURERS' RECORD is in receipt of a letter from a business house in Texas stating that it is intended to organize a stock company for conducting a manufacturing business. It is proposed to have a capitalization of \$250,000, of which a majority shall be owned by the firm for good-will and promotion, and the balance to be offered to the public as a 6 per cent. preferred stock. The letter adds: "This plan will be carried into effect by us, and as we propose to hold the entire common stock ourselves, that we may manage successfully the manufacture and development of our business, we feel sure that the minority stock would find ready sale at par." And with this statement they desire to find an Eastern broker who can place \$122,000 of 6 per cent. preferred stock at par.

This is simply an indication of letters that come to the MANUFACTURERS' RECORD every day from every part of the South. Thousands of people throughout the South seem to be laboring under the impression that money owners are hunting for opportunities for investment at 6 per cent., and that the East is so loaded down with money that you only have to state your case and promise the probability of 6 per cent. interest to find them scrambling for the opportunity of getting in. A few weeks ago we had a letter from a very intelligent business man in the central South who desired to organize a company to invest largely in agricultural land, and he thought that there would be no difficulty at all in inducing Eastern capitalists to buy 6 per cent. bonds at par to the extent of three-fourths of the cost of the land. In view of the many letters of this kind which come to this office, it may be well to emphasize a few points which many of our Southern friends do not seem to understand.

It is true that the East has vast wealth. It is true that there is a great deal of money sometimes available for good investments, and in most cases 6 per cent. is considered a large rate of income if the investment is absolutely gilt-edge. But there are thousands of opportunities offered to every man who has money, paying 6 per cent. or more, far more attractive than 6 per cent.

bonds to the value of three-fourths of the purchase price of agricultural land, and our friend would probably plead in vain until the end of time to find people of money who would be willing to send it so far away from home to be put in a preferred stock of a company, the majority ownership of which was in unknown hands. Men in the East who would take the risk of investments of this kind could easily get 7 and 8 per cent., and sometimes more, and get it out of things that are safer than the Texas proposition, as safe as the agricultural land proposition, and which could be turned over with one-tenth of the ease with which the latter proposition could be disposed of if the bondholder desired to get his money back. Because the papers often report that call money in New York is 2 or 3 or 4 or 5 per cent., many people not familiar with financial conditions do not understand that this money is loaned sometimes simply over night, but always strictly on demand, obtainable whenever wanted, secured by collateral that can be sold on a moment's notice, and under contracts which permit the borrower no delay of any kind in staving off the payment when the lender asks for his money. It is because of these conditions and the certainty that when the money is called the lender will not question the terms under which it was borrowed nor for a moment seek to delay the sale of the securities which he has pledged, that money can be had on such loans at a low rate of interest. Thousands of capitalists would prefer to lend money on these conditions at 3 or 4 per cent., knowing that it can be had at any moment desired, rather than to lend it or invest it at two or three times as high a rate on securities or in enterprises which could not be turned over or disposed of on an hour's notice, or to people of unknown credit, or in a section of which it was believed that any possible legal delays might be invoked to prevent the sale of the property pledged if the money should not be paid when called.

In many States laws have been passed to enable the borrower of money on real estate, for instance, to prevent the foreclosure of a mortgage when due, under the impression that this was necessary to protect the borrower. The result is that in protecting some indi-



vidual borrower who seeks to evade the fulfillment of his own contract, which both he and the lender made in good faith, a hundred other borrowers are prevented from finding money needed for their purposes, because capital shrinks from any place where the law permits any delay in the fulfillment of just obligations. The man who borrows money and signs a note for its payment, or gives a mortgage on property to secure it, is morally bound to meet that obligation at maturity, even if it sacrifices everything he has, if the lender demands payment. The obligation was entered into in good faith, and hard as such a sacrifice may sometimes be on individuals, honesty and honor and morality demand that there shall be no repudiation of that contract honestly entered into. Some of the laws passed in some Southern States have unfortunately made the outside investor feel that he could put his money into securities or into enterprises at home with more safety than in these States. Mortifying as this is to every Southern man, it is nevertheless true. To this is due in part the fact that the South has to pay a larger rate of interest for its money than other sections, and that its local money lenders can often command 8 or 10 per cent. for money on local security which they know to be absolutely safe, because they have no competition from the outside lender since he has been frightened away. For instance, the alien land law of Texas when it was passed drove out of that State many millions of dollars that Scottish financial institutions were lending on Texas farms and ranches. This proved a great injury to the State by making it difficult for men to borrow money for the improvement of their properties except at an exorbitant rate of interest, which halted the development of the State.

It should be remembered that the whole world is opening up to marvelous business expansion; that every country on earth is competing for the surplus capital of the money lenders, and that money can take its choice of innumerable opportunities so attractive as to the rate of interest or profit and so safe and secure as to make the great difficulty with the money lender the question of deciding which is the most inviting proposition. At the moment there lies upon the writer's desk a price current sheet from the Island of Java, giving a long list of railway, banking, manufacturing, insurance and agricultural companies, with the rates of dividends paid during recent years. This list shows during 1906, the full returns for 1907 not being reported, very few dividends of less than 6 per cent., and from that they run to 7, 7½, 8, 9, 9½, 10, 11, 12, 16, 20, 24, 32, 41 and on up to 88 per cent., the latter being for a large tramway company. A sugar-mill company paid a dividend of 20 per cent., while cinchona and tea plantations mostly paid dividends of from 10 to 40 per cent., the average probably being fully 25 per cent. for the year. Insurance companies, of which there were over twenty, paid from 6½ up to 13¼ per cent., while a drydock company paid 11 per cent., a steamship company 10 per cent., and a number of manufacturing enterprises 10 to 12 per cent. and over. These figures are only indicative of the profits that are open to wise investors in all parts of the world. The man who talks about the profit of large enterprises, like railroads, being limited by law to 5 or 6 per cent., and that is more than most of them are paying, has very little conception of the limitless op-

portunities which money enjoys to seek investment yielding larger returns in other portions of the world. If our good friend in the central South who wants to organize a company to develop large agricultural properties, our Texas friend who wants to capitalize a business and retain its control while all the money is furnished by outsiders, and thousands of others like them, would recognize the hopelessness at present of trying to draw money into undertakings of this kind, except local money and from people who know them, they would, we believe, realize the necessity of striving to make the South so attractive for outside investors that millions and hundreds of millions would seek that section instead of seeking foreign lands, or the Pacific coast, because of a feeling of greater safety. The whole country now understands the potentialities of the South more fully than ever before. Everywhere people are thinking about this section, but they are afraid of the power and influence of its political agitators to make investments unprofitable. When this fear has been removed by the South, then, and not until then, will it fully come into its own.

#### SOUTHWARD THE STAR OF INDUSTRIAL EMPIRE MOVES.

Evidences of the material appreciation which interests outside of the South have regarding its wonderful opportunities for industrial development and of how they are taking advantage of them are contained in articles in this issue of the MANUFACTURERS' RECORD on the Dixie Portland Cement Co. and the Southern Gypsum Co. The former has invested \$1,500,000 in the construction of the largest Portland cement plant in the South and the latter \$400,000 in the development on a broad scale of a large gypsum deposit. In both cases the active men came from beyond the Mississippi river, the Dixie Portland Cement Co. being created by George E. Nicholson, the head of the Nicholson group of cement plants in various parts of the West, and the Southern Gypsum Co. by Dr. Frank A. Wilder, who was formerly State Geologist of Iowa. Both of these men are thoroughly posted on the requirements of their respective lines and also have full knowledge of the opportunities available in all parts of the country. That they should select the South for the broadening of their activities is strongly indicative of the great importance which they must attribute not only to the value and practicability of the raw-material deposits and the field for sales open to them, but to the growing importance of the South as the coming center of activity of the country.

Of equal importance, too, is the great interest which both companies have taken in the comfort and welfare of their employees and their families. Both have created new towns, built attractive and comfortable dwellings, equipped with modern conveniences, and have provided schools and churches; in fact, every effort has been made to improve the employees morally, educationally and in every way that makes for better and cleaner living.

A noteworthy feature of the location of the Dixie Portland Cement Co. was the fact that the attention of Mr. Nicholson was first called to the opportunity available in Tennessee by the late Col. Spencer Eakin of the Nashville, Chattanooga & St. Louis Railway, and this is but another evidence of the splendid and effective work which all of the railroads of the South are doing through

their industrial departments to interest outside capital in the South.

In many varied lines does the South hold out equal opportunities for development, and every effort should be made to encourage the coming of those who are willing to establish industries on broad, conservative lines.

These two plants, representing a cash outlay of about \$2,000,000, are samples of hundreds of enterprises which will be established by outside capitalists to the upbuilding of this section as the South makes its advantages more widely known and makes doubly strong the assurance of ample protection to capital against the demagogues.

#### TEXAS FARMERS PROSPEROUS.

Judge Thomas J. Freman, receiver of the International & Great Northern Railroad, in an interview in the New Orleans Times-Democrat, says:

Texas farmers are in prime condition. They will have good crops this year, and if they did not have them they are so well off that they would still have money in the bank. The panic did not hurt Texas, and the farmers are the most independent people in the country. But Texas will have bumper crops in everything she grows this year and the farmers will be more independent than ever.

But, nevertheless, the new commission should investigate Texas farmers and their manner of living and see whether they keep their houses in order or not, and find out why they are not as prosperous as other classes of citizens. What a splendid chance for the muck-rakers to put forth an official story of appalling conditions on Southern farms and thus help to keep back the tide of population now turning this way! There are many ways of doing a thing which do not always appear on the surface.

#### THE HIGH COST OF LIVING.

The Pittsburg Post, wrathful because the MANUFACTURERS' RECORD presented some facts about the prosperity of American farmers, reads into last week's story of agricultural prosperity things that didn't exist, and says:

Why does it not, in its temporary solicitude for the farmer, whom it declares is better off than a dozen years ago, take up the question of work for the unemployed, which would come more nearly within its field?

The solicitude of the MANUFACTURERS' RECORD for the prosperity of the farmers is neither new nor temporary. We were simply stating facts, and not touching politics. The prosperity of farmers is due to economic conditions, which include the world's great gold output, with its inevitable advance in prices and in the cost of living, and the growth of consumptive requirements of farm products more rapidly than growth of production. This condition works great hardship upon the consumers of farm products, whether they be Pittsburg editors, clerks or mechanics. No one would be idiotic enough to deny this, nor would any man of sense attempt to belittle the depression and suffering which the industrial classes of this country have had to endure. If any Presidential commission were needed, it would find a vastly more prolific field for a study of the condition and ways of living of the laboring classes in the cities than for a study of the needs of farmers. But the MANUFACTURERS' RECORD states facts as it finds them absolutely without regard to whether these facts please friends or enemies. It is a newspaper, not an organ. But does the Post, in its desire for lower cost of living, want to see cotton go down from 10 cents to 5 and

6 cents a pound, wheat from nearly a dollar a bushel to 60 cents, and corn from 90 cents a bushel, as at present, to 30 cents? These low figures were reached in the starvation period 10 or 12 years ago when these prices ruled, not on the farm, but in the East. On the farms prices were still lower, and under such conditions Western and Southern farmers became almost bankrupt and farm mortgages increased by the hundreds of millions of dollars.

If the Post wants to see that condition again in the near future, it must stop the world's gold output and it must bring about such universal depression as to greatly lessen the ability of the people to eat farm products.

The New York Journal of Commerce seems very much concerned because the statistics of the agricultural advance in this country as presented in the last issue of the MANUFACTURERS' RECORD were not given in as dull and uninteresting a manner as the statistics which appear in the Journal of Commerce. It seems unable to forgive anything not as lifeless as its own columns. But what likewise seems to disturb the Journal of Commerce is that the figures given to show the agricultural advance of this country dealt with the value of farm products rather than with quantity. The Journal of Commerce in its desire for low prices may prefer to see crops advance in quantity and continue at the starvation prices which prevailed 12 or 15 years ago. It may regard a 11,000,000-bale cotton crop selling at five to six cents a pound, as in 1898, an evidence of progress on the part of Southern farmers. But the MANUFACTURERS' RECORD does not view it from that standpoint. We rejoice that values have increased more rapidly than quantity, because in this is found the basis for greater prosperity for the farmers. So long had they suffered from a production rapidly running ahead of the real needs of the country that every intelligent American ought to rejoice that, by reason of increased industrial employment, there has come about a condition making for higher values for farm products. The pitiful effort of the Journal of Commerce to discredit facts because they do not agree with their particular notions of economic conditions hardly counts with intelligent people.

They are discussing a proposition to compress the six New England States into one. But this is a mere makeshift in an effort to keep the old Yankee commonwealths in line with the other States. Pretty soon, with the present rate of decline, New England would again drop behind, even as a single State. We shall soon be able to split Grandolden up into four commonwealths each one of which will outweigh all of New England.—Columbia (S. C.) State.

Don't worry about any decline in New England. New England isn't made up of the kind of people who do the declining act. "Present rate of decline!" With Massachusetts alone, only one-fourth the size of South Carolina, having very nearly as many spindles as the whole South, and yet having more capital invested in making boots and shoes than cotton goods, New England isn't going backwards very fast. And more, we bet the whole State's staff are wearing Massachusetts-made shoes. If South Carolina really wants to do some everlasting hustling, let it try to keep in sight of the smallest State in New England in a race for industrial growth. Don't worry about New England. It is amply able to take care for itself.

## A GREAT CEMENT PLANT IN TENNESSEE.

[Special Correspondence Manufacturers' Record.]

Chattanooga, Tenn., August 17.

The establishment at Richard City, Tenn., of the largest Portland cement plant in the South by the interests controlling the famous Nicholson group of cement plants is indicative of the great importance which these interests must have attached not only to the value and quantity of the necessary raw material deposits at this place, but also of the splendid field for the sale of cement in the South. Richard City is located 32 miles west of here, on the Sequatchie Valley branch of the Nashville, Chattanooga & St. Louis Railway, and on the Stevenson extension of the Southern Railway, which is now in course of construction, and is just over the boundary line between Alabama and Tennessee. A plant has been constructed involving the outlay of about \$1,500,000 and having many ideal features, these being made possible both from

sources which the South contains in such abundance.

After a thorough investigation of this situation these interests were much impressed with the opportunities at this point for the establishment of a large plant that would manufacture a high-grade Portland cement and which at the same time presented such a fine selling field, and accordingly purchased between 500 and 600 acres of land, which was found to contain all of the necessary raw materials to provide for the indefinite operation of a plant of a large capacity, and work on the construction of the plant started.

In coming into this section of the country the management determined that it was going to become a real part of the growing South, and this determination has been so fully carried out that those residing in the neighboring towns have

Engineering Co., and who is now acting as the superintendent of the plant pending its full completion.

The product of this plant is made by the wet process, which has been followed by the Nicholson group, because, in the opinion of the men interested, it was found to give a more uniform product, which is so much desired by cement users. This process consists of taking the pulverized limestone and shale as it comes from the mills and passing it through pug mills, where it is mixed with water and then goes to tanks, where it is thoroughly agitated and mixed. This resultant mixture is termed "slurry," and has a consistency of soft mud, being fed into the kilns through pipes by gravity. The different tanks holding this slurry are constantly being tested and analyzed, and when one of them is found to be slightly off in chemical ingredients a central tank is used to mix it with the required ingredients from another tank to set it right, so that when the mixture reaches the kilns from any of the tanks it is always of the

stockroom, 65x96 feet, and smaller buildings, such as blacksmith shop, carpenter shop, laboratory, oilhouse, barns, office and pipehouse. All of these buildings have heavy reinforced concrete foundations, and a number of them reinforced concrete walls and floors, while others have steel frames fireproofed with expanded metal and concrete, so that the buildings may be said to be typical of the industry. All roofs are of corrugated iron. The two power-house chimneys, which are each 150 feet high, are of reinforced concrete, and were built by the Weber Company, 930-934 Marquette Building, Chicago, Ill.

The plant is automatic throughout in its operation, a series of belt, bucket and screw conveyors being used, so that from the time the raw material is dynamited in the quarry until the finished product is bagged ready for shipment it is not necessary to handle it in any other way. The plant is located at the base of the mountain from which the raw materials are obtained, the face of the main quarry being



PRESENT FACE OF DIXIE PORTLAND CEMENT CO.'S LIMESTONE QUARRY.

the splendid arrangement provided by nature and the long experience which these interests have had in the manufacture of cement. This plant of the Nicholson group, of which there are eight in various parts of the West, is known as the Dixie Portland Cement Co., and its product as "Royal" cement, and it will have an output of from 5000 to 7000 barrels daily.

The attention of Mr. George E. Nicholson, who is president of this company, was first called to the exceptional opportunity available at this point for the location of a Portland cement plant about four years ago by the late Col. Spencer Eakin of the industrial department of the Nashville, Chattanooga & St. Louis Railway, and this is in itself a striking incident of the broad work which the different railroad companies throughout the South are doing successfully toward bringing to the attention of capitalists the splendid advantages which are available along their lines for the location of industrial plants. It is also indicative of the appreciation which outside capitalists have of the advantages that can be profitably utilized from the many vast and important re-

naught but the best of feelings for the company and have given evidences of their appreciation of the location of such a valuable industry. This broad spirit of management was further demonstrated by the company purchasing wherever possible such supplies and materials as it needed from Southern concerns; in fact, the whole idea of the company seems to have been not only to create an industry of credit and profit to themselves, but also one which would be a credit to the South as well.

Actual work on construction was begun in November, 1906, and was steadily pushed to completion, the first product being turned out in December, 1907. The plant was designed and erected by the Hunt Engineering Co. of Iola, Kans., which has a long and successful experience in the building of similar plants. Mr. Leigh Hunt, the president of the company, having designed and erected all of the other Nicholson plants, in addition to many others in different parts of the country. Direct supervision of the construction of this plant was under Mr. Ellis C. Soper, vice-president of the Hunt

same chemical composition, and consequently gives the same uniform product at all times; in fact, it is the leading aim of this plant to produce at all times a thoroughly uniform mixture, and to insure it being so many other tests are made as the material is passing from one stage to another so the superintendent can always be kept informed as to the exact character of the material in any part of the plant.

In designing the plant an effort was successfully made to take advantage of the physical condition of the property, which was particularly well adapted to an ideal arrangement of the various buildings and to facilitate the passage of the materials through the different departments at the least possible cost. There are 10 large buildings and a number of smaller ones, covering in all about 20 acres of land. These include the crusher building, 75x100 feet; drier building, 80x105 feet; raw grinding building, 101x182 feet; kiln building, 190x192 feet; finished grinder building, 68x214 feet; coal building, 52x160 feet; warehouse, 105x600 feet; upper power-house, 65x128 feet; lower power-house, 65x144 feet; machine shop and

about 150 feet above the ground floor of the buildings, and the excellent arrangement provided here by nature can be readily appreciated from the accompanying photographs. The limestone quarry is at present opened for about a quarter of a mile, but this will eventually extend to one mile or one-half a mile on each side of the crusher platform. The quarrying is all surface work. The limestone is dynamited out, the holes for the charges being bored by compressed air rock drills made by the Ingersoll-Rand Company, New York. Very little manual labor is used at the quarry, as all of the loading is done by two large steam shovels furnished by Marion Steam Shovel Co., Marion, Ohio, these being of one and one-half tons capacity, and they pick up enormous pieces of the rock and quickly load them into the dump cars, which were supplied by the Continental Car & Equipment Co., Louisville, Ky. The trackage from the quarry to the rock crusher is laid on a 2 per cent. grade, thus enabling the cars to reach the crusher entirely by gravity. When emptied they are carried back to the steam shovels by electric hoisting engines.



The shale from the pit, which is about one-half a mile up on the mountain side, is conveyed to a storage tank by a belt conveyor 2200 feet on centers, this being said to be the longest single belt conveyor ever installed, and the fact that it is laid on a grade makes it possible to operate it with a four-horse-power electric motor.

One of the features of this plant is the rock crusher, which is the largest ever built in the world. It is 18 feet 11 inches

gates-Coles Engineering Co., Chicago and New York; from these passes to four grinding mills supplied by the Williams Patent Crusher & Pulverizing Co., Old Colony, Chicago, Ill. It is then conveyed by buckets to 11 tanks, which feed into 22 Griffin mills made by the Bradley Pulverizer Co., 92 State street, Boston, there being two of these mills to each tank, and they grind the material to a 95 fineness. From these mills the material is carried by screw con-

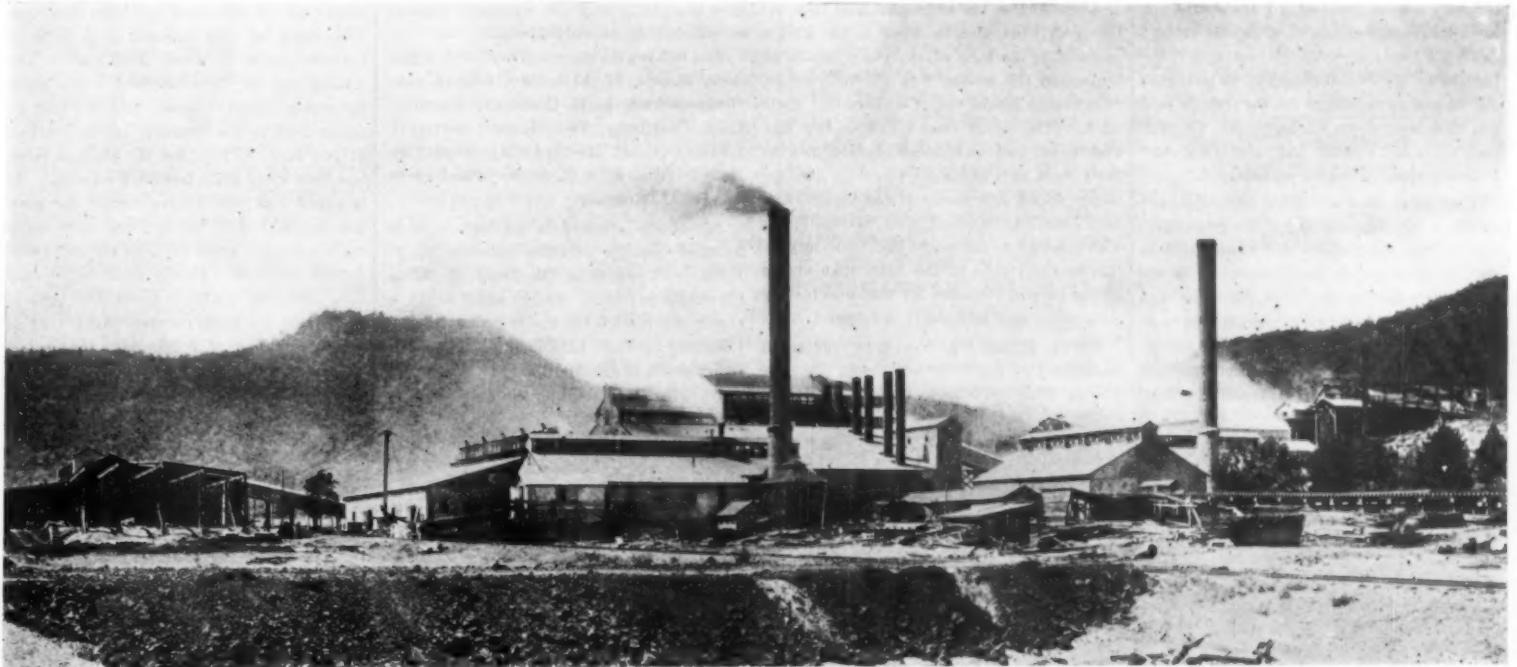
Pulverizing Co.'s mill and then conveyed to a 200-ton capacity storage tank. From these tanks the coal is passed through two Ruggles-Coles driers and conveyed by buckets to four 200-ton capacity steel tanks and then fed to five Fuller mills made by the Lehigh Car, Wheel and Axle Works, Catasauqua, Pa., and which thoroughly pulverize it.

The pulverized coal is carried by screw conveyors to a series of coal tanks directly

age has been laid out next to this warehouse to facilitate the shipment of the cement, and as high as 8000 barrels can be loaded daily.

All of the steel tanks throughout the plant were made by the United Iron Works, Iola, Kans., and the conveyor systems were furnished by the Webster Manufacturing Co., Chicago, Ill.

The power for the operation of the plant is supplied from two large power-houses,



Storage Warehouse.

Finishing Dept.

Power-house.

Kilns.

Power house.

Raw-material Dept.

Quarry.

FRONT VIEW OF PLANT OF DIXIE PORTLAND CEMENT CO., RICHARD CITY, TENN.

in height, and weighs 425,000 pounds, and will crush pieces of rock up to 3x5x10 feet at the rate of 800 tons an hour. This crusher is of the McCully gyratory type, and built by the Power Mining & Machinery Co., Cudahy, Wis., to meet the special requirements of this plant. Power for driving it is furnished by a Westinghouse electric motor. After passing through this crusher the stone goes through a revolving screen having a two-inch mesh, the larger pieces being passed through to three 300-

veyors to a belt conveyor, which takes it to two pug mills, where water is added, this being the beginning of the wet process. Pipes convey this mixture to 10 slurry tanks, where it is thoroughly agitated and mixed into what is known in this process as slurry. This is the end of the raw finishing end, and the slurry is now ready to be fed into the kilns. This is done by piping, the slurry flowing by gravity.

The kilns are 10 in number, the shells being furnished by the Reeves Bros. Com-

back of each kiln, and is blown into the kilns by eight high-speed fans made by the Buffalo Forge Co., Buffalo, N. Y.

After burning the clinker passes from the kilns into five revolving coolers made by the United Iron Works, and passing from these 2 per cent. of gypsum is added by an automatic process which absolutely insures a proper mixture. The material then goes by a bucket conveyor system to 13 storage tanks, and is fed from these into 26 Griffin mills, where it is thoroughly

one being devoted to the raw material end and the other to the finishing end. In each of these houses are two compound Corliss engines of 1000 horse-power each, these being made by Hooven-Owens, Rentschler Company, Hamilton, Ohio. Each power-house is also equipped with a 400-kilowatt Westinghouse direct-current generator. Transmission of power is by the American system of rope drive, and all transmission machinery and equipment was furnished and installed by the Dodge



Quarry.

Rock Crusher

Raw-material Dept.

Kilns.

Finishing Dept.

Storage Warehouse.

REAR VIEW OF PLANT OF DIXIE PORTLAND CEMENT CO., RICHARD CITY, TENN.

ton capacity steel tanks, from which they are fed to two No. 6 McCully crushers. From these the stone is carried by bucket conveyors and dumped into four 300-ton capacity steel tanks, adjoining which are two 300-ton capacity steel shale tanks, which store the shale as it is delivered by the long belt conveyors from the shale pit. From these tanks the stone and shale is delivered by chutes at the bottom onto a 42-inch belt conveyor, which carries the material to four driers made by the Rug-

pany, Alliance, Ohio, and the driving and carrying mechanism by United Iron Works, Iola, Kans. They are lined with brick made by the Harbison-Walker Refractories Co., Pittsburg, Pa. Each kiln is driven by a 30-horse-power electric motor, and has a capacity of 500 to 700 barrels daily, making a total capacity of the plant from 5000 to 7000 barrels daily.

The coal burned in the kilns is dumped from a trestle into a tank, from which it is fed to a Williams Patent Crusher &

pulverized and becomes the finished product. From these mills the cement is carried by screw conveyors to two belt conveyors, which carry it to the big warehouse, where it is stored into bins ready to be sacked. This big warehouse has a capacity for storing 300,000 barrels of cement. The sacking is done by seven Bates automatic weighing and sacking machines furnished by Western Valve Bag Co., St. Louis, Mo., and the cement is then ready for shipment. A special system of track-

Manufacturing Co., Mishawaka, Ind. Steam is supplied by 10 water-tube boilers made by the Heine Safety Boiler Co., St. Louis, Mo., which have a capacity of 4000 horse-power. Coal is fed to them by the Jones underfeed stokers furnished and installed by the Underfeed Stoker Co., Chicago, Ill. Also provided are Cochrane feed-water heaters made by the Harrison Safety Boiler Works, Philadelphia, Pa.; air compressors by the Ingersoll-Rand Company, New York, and a condensing

system is also later to be installed, which will materially increase the horse-power of the plant.

The company maintains a complete repair department to take care of any breakdowns that may occur in any part of the plant, and in its large supply-house repair parts to the value of \$75,000 are always kept on hand, and in nearly every case a duplicate is available, thus avoiding long and troublesome delays and shutdowns. The machine shop is thoroughly equipped for all work required of it. Its equipment includes machine tools of sufficient variety to do all kinds of work on castings, it being the policy of the company to purchase all necessary castings in the rough and machine them down at the plant. Carpenter, blacksmith and bag repairing and cleaning shops are also maintained.

Vast quantities of water are consumed at the plant, running anywhere from 300,000 to 500,000 gallons daily, and this is secured from two sources, coming from the mountains during the winter months and from the Tennessee river during the summer months. The water from the mountains has been secured by the construction of a reinforced concrete dam 40 feet long,

kept clean, and since the first construction work was started here there has been no serious sickness on the part of any employees and no contagious diseases whatever.

The general store on the property is not owned by the company, and it has no interest in running it whatever except making the restriction that at all times first-class goods must be sold at reasonable prices. Thus it will be seen that the company takes a deep interest in the welfare and comfort of its employees, and this interest extends also in their work, and a noteworthy feature of the plant which so impressed the writer was the intense interest manifested by the men in their work. The plant runs continuously day and night, and so earnest are the men in their work that one shift vies with another to see which can turn out the largest and best product. Indeed, this is the spirit which seems to permeate the whole organization, and it is of the kind that makes in the largest measure for real and lasting success in any industrial enterprise.

Every precaution has been taken in building the plant to safeguard the employees from accidents, and at the same

time of a mile, but, as previously pointed out, this is to be gradually widened to one-half mile on either side of the entrance to the big crusher platform. The big Marion steam shovel can be seen at work loading the rock on the dump cars. These are not the cars which will be regularly used in the quarry work, the company having purchased some of a more improved type, to which reference was previously made.

Taken altogether, the different illustrations give a very comprehensive idea of this big plant, and the excellent manner in which it has been laid out.

The officers of the company are: President, George E. Nicholson, Iola, Kans.; vice-president, A. B. Cockerill; treasurer, L. L. Northrup, Iola, Kans.; secretary, Richard Hardy, Richard City, Tenn.; superintendent, Ellis C. Soper; chief chemist, W. H. Kewish.

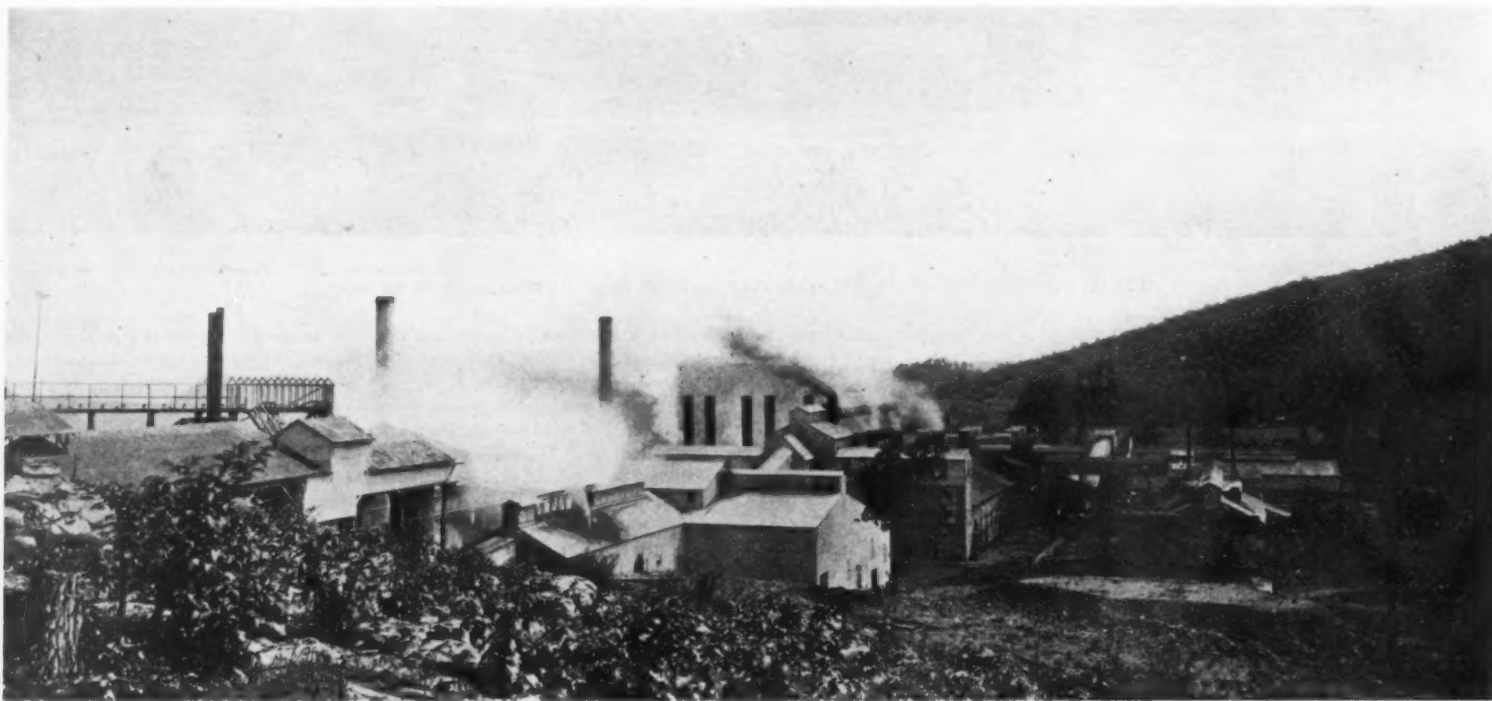
All of the company's products will be handled through its sales manager, H. C. Koch, with offices in the James Building, Chattanooga, Tenn., and in order to get in closer touch with the trade numerous distributing agencies have been established in many parts of the South.

As previously stated, the plant is lo-

### The Alabama Iron Market.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., August 17.

But a short time back these letters reported that one-half the stock of iron held in Alabama was held and controlled by one firm. It was located in the Sheffield district, and amounted approximately to 45,000 tons. That iron has all been sold, but the price obtained is a sealed book. Not only has this lot been sold, but their entire anticipated output at both points for the remainder of this year has been sold, too. The stock of this interest held here in furnace yards is about 3000 tons. The wiping out of this Sheffield stock must favorably affect values, and it will no doubt tend to the firmness of the market. It is a fact as it is that the market value has been more than has been reported. It is noted that while some report the market as on a \$12 basis, there were sales made on a \$13 basis for both the third and fourth quarters. Really there were only two sellers on a \$12.50 basis, and both of them said to your correspondent that it was a question of a few days only when they would advance their price to a \$13 basis. The market is now nearer to a \$13



VIEW OF DIXIE PORTLAND CEMENT CO.'S PLANT FROM QUARRY.

thus making a large reservoir of splendid water, which is also used for all drinking and domestic purposes by the town. The summer supply from the Tennessee river is forced through a 12-inch pipe line by the company's own pumping station located near the river, about one mile away.

The company has erected a number of prettily-designed cement dwellings for its employees, and these will be constantly added to as required. They are all equipped with modern conveniences. There are also a number of smaller dwellings for the negro laborers, who form the largest part of the unskilled hands, and in the endeavor to secure the best of this labor that was possible the company has erected a negro school and church and placed in charge of both a negro preacher. Schools are also provided for the children of the white employees, and in the near future a modernly-equipped school is to be erected which will give the children a good fundamental education, and the company insists that all of the children of employees, both black and white, living within the city limits shall attend school. A sanitary squad is also employed whose duties are to see that the houses and yards of the householders as well as the plant is always

kept clean, and since the first construction work was started here there has been no serious sickness on the part of any employees and no contagious diseases whatever.

The splendid manner in which the topography of the land has lent itself to the ideal arrangement of the various buildings in relation to the raw material deposits can be noted in the accompanying illustrations. In the two broadside views of the plant the course of the material from start to finish can be readily noted, as in succession can be seen the quarry, rock crusher, raw material buildings, kilns, finishing department buildings and storage warehouse and shipping department. In each of the three views of the plant the effect of the limestone dust is noted, and this has made a perfectly clear photograph impossible. This dust, however, is not to be constant, as the company is planning an arrangement to prevent it from rising. In the view taken from the quarry and looking down on the plant a splendid idea of the compactness of the plant is obtainable. The illustration of the limestone quarry shows the face as opened at present for one-quarter

cated on the Nashville, Chattanooga & St. Louis Railway and the Stevenson extension of the Southern Railway, both of which are within 200 yards of the plant and directly connected to it by the company's own railroad system, which extends to every part of the plant and covers in all about four miles of trackage, all of which gives the most desirable shipping facilities for quick deliveries to the principal centers of activity in the South. The plant is also but one mile away from the Tennessee river, so that when this is made navigable it will also have the added advantage of shipment by water to many important points.

WM. H. STONE.

### Offers Fiber for Paper-Manufacture Test.

G. M. Ryan of Rockdale, Texas, writes the MANUFACTURERS' RECORD that he has a fiber finer than cotton stalk which he offers to paper manufacturers for test in the manufacture of paper.

The Board of Trade of Palestine, Texas, has been reorganized with Messrs. J. W. Ozment, president; G. E. Dilley, vice-president, and C. A. Sterne, secretary.

basis than to any less price. It is also noted that buyers of iron want it just as soon after buying it as they can get it.

There were some sales of iron for delivery during the third and fourth quarters, and there were refusals to sell on any basis below \$13 for No. 2 foundry. There were small sales of gray forge on basis of \$12.50, but they were very few and limited by the scarcity of this grade. In several cases the stocks which can be drawn upon to meet demand coming in are simply "the hobnail leavings of a picked-over stock." The steel mill has been making a new record the past week, as it turned out for last Tuesday 1504 tons of rails, as against 1456 on the last day of July. In conversation with Mr. Geo. Crawford, president Tennessee Coal, Iron & Railroad Co., he stated that everything was working so satisfactorily that he hazarded nothing in making the declaration that better records would be made in the near future. And this seems very reasonable, as the present record was made under discouraging circumstances.

The Alabama Consolidated Co. put in one of its furnaces at Ironaton, and the Woodward Company blew one of its out, which leaves them but one in. Some high-



silicon iron went out to Iowa at \$14 per ton, and a small lot went to Florida on basis of \$14.50 per ton. At the close of the week's market there were good inquiries for the third and fourth quarters, with mighty little disposition to give them any favorable consideration.

There is a very good demand for scrap iron, and there is some talk of a further enhancement of values. It ended in the resolve to hold values firmly for another week and then be governed by the conditions surrounding the market. The market as quoted by Weller & Co. is as follows:

Old iron axles, \$14.50.  
Old iron rails, \$13.50.  
Old steel axles, \$14.  
Old car wheels, \$12.50.  
No. 1 railroad wrought, \$12.50.  
No. 2 railroad wrought, \$10.50.  
No. 1 country wrought, \$10.50.  
No. 2 country wrought, \$9.50.  
No. 1 malleable, \$10.50.  
Machinery castings, \$10.50 to \$11.  
Wrought-iron pipes and flues, \$10.50.  
No. 1 steel, \$10.50.  
Stove plate, \$9.  
Cast borings, \$8.

The strike is yet on, and the leaders of it are out with their usual declarations that everything is working very satisfactorily and the fight will be won by the strikers. They may believe what they say, but there are many here not connected with either side who are of the opinion that they are mistaken. The coal operators tell your correspondent that their output is improving right along, and they show figures to substantiate what they say. The people have awakened from their lethargy, and what has been done will not be permitted again. Since the holding of the citizens' meeting affairs have been much more quiet, showing that the leaders had the situation well in hand and could control the miners at their pleasure. It can safely be announced that there are enough law and order citizens here to compel respect for the mandates of the law.

Organizers of disorder and anarchists are now under surveillance during the time of their sojourn here. J. M. K.

### Marked Business Improvement in West Virginia.

[Special Cor. Manufacturers' Record.]  
Charleston, W. Va., August 15.

The Charleston Chamber of Commerce at its meeting this week decided to appropriate a fund to pay part of the expenses of a visitation of Boston manufacturers to be made at an early date. This is a new departure for this city, but one that the business men feel justified in making because they have such abounding faith in what they have to offer those seeking locations for manufacturing plants. They believe the natural gas, the coal, the transportation facilities and other advantages, natural and acquired, make this an ideal spot for the manufacture of many products, and that close inspection is all that is needed to impress upon others the same opinion. Therefore, when it was suggested by those interested in bringing a number of Bostonians here that an appropriation to pay some of the expenses would be a good thing the proposition was acted upon immediately, and the visit will be made at an early date.

The coal business continues to improve throughout this section, and the prospect is bright for a fair autumn output. This means prosperity for this city and most of the surrounding country, as the running of the mines gives employment to a very large population of laborers, and diffuses a great deal of money through the entire region.

Rapid progress is being made upon the

railroad and street-car bridge across the Great Kanawha, connecting this city with South Charleston. The steel superstructure has been placed on the south side approaches, and the first river span will soon be put in place. Some time before winter the traction line will be running its cars from the center of this city into the heart of the new manufacturing suburb, and the busy scenes daily witnessed at the latter place will be greatly enhanced. There is a lot of building going on now in South Charleston, and yet the cry for more houses is being constantly heard.

One of the attorneys for the Huntington traction line stated in council meeting in that city the other evening that when the Chesapeake & Ohio Railroad completed its new line into Huntington it was the intention to use the old line for a traction road between Charleston and Huntington. Because of better grade the Chesapeake & Ohio is making a change in its route for a good many miles between the two cities, and when the new route is ready for the running of trains the old will be of no value, unless it be for a traction line. The Charleston traction line and the Huntington line belong to the same people, and it is understood the owners are close friends of many of the Chesapeake & Ohio owners and officials, a fact that makes the statement of the attorney referred to above seem more than probable. The Huntington traction line runs from Guyandotte, at the upper end of the city of Huntington, to Ashland, Ky., a distance of something like 20 miles, and a connection with the Charleston line would give a road almost 75 miles in length, not counting anything for extra distance for local loops and turnouts. It would run through a section already thickly populated, but capable of taking care of many more people when the contiguous farms would be cut up into truck patches and market gardens. The Charleston line will undoubtedly be extended to St. Albans, 12 miles below this city, very soon after the South Charleston extension is made, and from there to the track to be abandoned by the Chesapeake & Ohio the distance is comparatively short, and will probably be filled in before many months.

St. Albans, by the way, is enjoying a business revival that surpasses anything heretofore seen in that place. A company composed of Charleston capitalists principally has begun the erection of a car-manufacturing plant and wheel foundry there that bids fair to become one of the important industries of the valley. Four buildings will be erected at once, covering something like seven acres of ground, and provision will be made for working 150 men as a starter. This of itself will prove a great stimulus to the town. But this is not all. The Chesapeake & Ohio is going to do a lot of work there to get ready to handle the business that will come to it by way of its Coal River branch, and has already procured a big tract of land for terminal facilities. Nor is that all. A big gas well was brought in very close to the town the other day, and immediately locations for a dozen or more other wells were made and drilling has begun in a number of them. Others will be begun as soon as rigs can be procured to do the drilling. The Griffithsville development is but a few miles from St. Albans, and already at least two houses handling oil machinery have determined to establish branches at the latter place. With the completion of the traction line from this city to St. Albans great advantage will be enjoyed by business men here, as can be readily seen.

Speaking of the Griffithsville oil field, the first well drilled in there is but a few months old, and there are now 35 wells with a daily production of more than 1000

barrels. The sand in which the oil is found is thick, and the prospect is good for the output to hold up for many years.

The highest price ever paid for a piece of real estate in this city was paid within a few weeks, and that at public sale. A lot at the corner of Capitol and Kanawha streets, fronting 26 feet on Kanawha and running back about 90 feet on Capitol, was purchased by the National City Bank for \$28,000. And this despite the reigning depression. A 10-story banking and office building will be erected on the site at an early date. In the old building now standing there a banking business was carried on before the Civil War, and for a number of years after.

The Capital City Supply Co. is putting up a reinforced cement building at the corner of Broad and Smith streets. It is the fourth large structure of that kind erected in this city, which is some evidence of the appreciation of the building material of the future. GEO. BYRNE.

### A Manufacturers' Exhibit at New Orleans.

[Special Cor. Manufacturers' Record.]  
New Orleans, La., August 15.

Growing out of an idea originating with the Progressive Union, there is to be a Manufacturers' Exhibition held in Washington Artillery Hall, New Orleans, between September 1 and 30. It is definitely announced that there will be 100 representative manufacturers taking part in this exhibition, and that their exhibits will occupy all the available floor space in the extensive Artillery Hall. It has been the aim and effort of the committees having this enterprise in hand to secure such a representation of the various industries of New Orleans as will give the visitor at the exhibition a very fair idea of the industrial activity of the city.

In addition to the exhibits, products, etc., there will be a number of living exhibits and demonstrations, and it is the expectation that an exceedingly interesting exhibition will be presented.

This is the first undertaking of the kind ever attempted in New Orleans, and the co-operation and endorsement it has met with have encouraged the promoters to hope that it may become a permanent feature of New Orleans' efforts toward growth and development. One important aim of the Progressive Union in inaugurating the enterprise is that a local spirit of loyalty may be fostered and strengthened. It is intended that home buying may be encouraged; that manufacturers may be stimulated to advertise and inform the public as to the kind of goods that are made in New Orleans, and to generally exploit their productions, and thus aid in the industrial development of New Orleans.

The railroads have co-operated very liberally in the effort to attract people from this entire vicinity, and every railroad running into New Orleans has arranged for special low rates on certain dates, which together cover the entire month of September, so that visitors from many parts of Texas, Louisiana, Mississippi and Alabama will be able to attend the exhibition for a rate of one fare, plus 10 per cent. of the round-trip rate.

ALBERT PHENIS.

### Central Carolina Power Co.

The Central Carolina Power Co. is planning to begin the construction of its proposed plant to develop 15,000 horsepower for transmission by electricity to Columbia, Newberry and Winnsboro, S. C. It contemplates the construction of a dam 30 feet high, forming, with power-house, a concrete structure 1400 feet long, and the power-house installation is to include six hydro-electric units, each consisting of

four 48-inch turbine wheels mounted on a single shaft direct connected to 2000-kilowatt generator. This company's development is at Turbett shoals, on Broad river, 15 miles above Columbia. A. B. Leach & Co., 149 Broadway, New York, are financing the enterprise. They telegraph the MANUFACTURERS' RECORD that the date for opening construction and machinery bids will be decided later, and that the developments will cost \$1,850,000. Viele, Blackwell & Buck, New York city, and Pressey & Weller, Hibbs Building, Washington, D. C., are the engineers. H. L. Millner, president of the Southern Hydraulic Construction Co. of Washington, D. C., is president of the Central Carolina Power Co.

### Progress of Virginia in Road Improvements.

The last Legislature of Virginia appropriated \$250,000 for the fiscal year of 1909 to be expended upon the permanent improvement of roads in the various counties of the State, on condition that these counties shall pay one-half of the cost of the roads. The fund is first apportioned among all of the counties in the proportion of taxes paid in by the different counties on real estate, personal property, income and capitation taxes. The shares of those counties not making application for any road improvement work by the first of March are on that date to be reapportioned among those counties that have made applications for more aid than the first apportionment entitled them to. It is contemplated by the Legislature to make this an annual apportionment, and the law provides that where in any year a county pays more than half of the cost of permanent road improvement, built according to the plans and specifications of the State Highway Commission, that this county shall be entitled to receive annually its apportionment from the State until it shall have received one-half of the cost of such road improvement. If, however, the share of any county amounts to less than \$2500 a year, the county is authorized in its discretion to use the money for bridge construction instead of roads.

The principal material used for this road work will be macadam. The plans and specifications for all of the work will be prepared by the office of the State Highway Commission, of which P. St. J. Wilson is the commissioner. The offices of the commission are in Richmond, Va.

In addition to receiving its share of the above appropriation, Norfolk county also has available for road improvements \$250,000 secured by a bond issue. This fund will be expended by a commission composed of Messrs. Alvah H. Martin, M. G. Long and George W. Brown, who will work in conjunction with State Road Commissioner Wilson, and it will be used entirely on the construction of a system of macadam roads which will eventually cover all of the principal thoroughfares of the county. The progress which the South is making in road improvement is one of the most important phases of development. Its influence upon every industry will be far-reaching.

### Wants to Sell Cotton Direct.

Editor Manufacturers' Record:

Will you kindly give us the name of some firms that will buy cotton from the producer. We will grow about 1000 bales of cotton, ranging in staple from one and three-sixteenths to one and one-half inches, which we wish to sell direct to some firm. Awaiting your reply.

HART & NEWMAN.

Satartia, Miss.

Subscribe to MANUFACTURERS' RECORD.  
\$4 a year, or six months for \$2.

## PUBLIC IMPROVEMENTS IN OKLAHOMA.

### Millions to Be Expended for Building Courthouses, Jails and Schools.

[Special Cor. Manufacturers' Record.]

Bartlesville, Okla., August 17.

A sum not much less than \$5,000,000 will be expended in the eastern half of Oklahoma in the next two years for courthouses and jails, and double that sum will be expended in a less period for school-houses.

When Congress passed the bill enabling Oklahoma Territory and Indian Territory to form a State there were 26 regularly organized counties in the former Territory and 26 recording districts in the latter Territory, the recording districts being what the name implies—divisions created for the convenience of persons having deeds and other papers to file or record. The constitutional convention reduced the existing counties and recording districts in size and created a total of 75 regularly organized counties. Thirty-nine of the 49 new counties are in the former Indian Territory division.

Prior to Statehood there were no courthouses in the eastern half of the State. The only courts were the Federal courts, which met in lodge halls or store buildings, there being no Government buildings in that Territory. There were prisons at but two points—Vinita and South McAlester. Persons held pending trial were confined at those places, and if they were to be tried in another district were conveyed to the point of trial in specially-constructed railroad cars. Immediately upon conviction the prisoners were sent to Leavenworth, Lansing or other Federal prisons.

The State Constitution prohibits the voting of bonds for courthouses or jails until April, 1909, unless an election for the permanent location of the county-seat shall have been held in the meantime. The county-seats named in the Constitution were not to be permanent until that date. In less than a dozen counties have elections been held for this purpose; hence the far greater part of the expenditures for public buildings will not be undertaken until next year. In none of the counties is the population less than 9000, and in none is the total assessed valuation less than \$7,000,000. In all of the counties of the former Indian Territory division wealth and population are increasing rapidly, a condition due to three causes—the resources of the country, the opening of Indian land to white settlement and the immense volume of immigration. The average cost of the 39 courthouses and jails that will have to be built in the eastern half of Oklahoma will not be less than \$100,000. It will not be surprising if the average is higher, for the people of the Southwest are progressive and realize the economy there is in building modern and commodious structures for county purposes, anticipating the splendid growth of the near future.

Likewise there will be heavy expenditures for school buildings. Except in the incorporated towns, there were no schools for white children in the former Indian Territory division, and thousands of schoolhouses are to be constructed. There is no constitutional or statutory limitation on the time in which school bonds can be voted, and although school facilities will be provided before courthouses and jails are erected, several months necessarily elapsed before the machinery of the new government was fully adjusted to provide for issues of school bonds. It is more difficult to estimate the probable expenditures for school buildings than it is to estimate the probable expenditures for courthouses and jails, and of only one county has the writer first-hand knowledge. Four school districts in Washing-

ton county have voted \$200,000, \$42,000 of this sum being for a high-school building, but Washington is the richest county in the State per capita, by bank deposits or assessed valuation. With an area of less than 450 square miles, the assessment in Washington county is upward of \$21,000,000, this including \$7,600,000 of a branch of the Standard Oil Co. It is safe to assume that the value of the school buildings in each of the 39 new counties will at least be double the expenditures for courthouses and jails.

Four branch agricultural schools, a penitentiary, three normal schools, industrial schools for boys and girls and schools for the deaf, dumb and blind, as well as a State Capitol and other administration buildings, are authorized by the Legislature, but appropriations have not yet been made.

HOWARD SHARP.

### Southern Commercial Secretaries.

Permanent organization of the secretaries of the commercial organizations of the South was effected at a convention held last week in Chattanooga, Tenn. The program throughout the three days' session was full of interesting and important subjects covering many phases of present conditions and the outlook and the best methods to be followed for the healthy development of a community.

The Southern Commercial Secretaries' Association was selected as the official name of the organization, and the following officers were elected: W. B. Royster, secretary Chattanooga Chamber of Commerce, president; E. S. Shannon, secretary Nashville Board of Trade; G. G. Dawe, secretary Montgomery Commercial Club; E. B. Jacobs, secretary Roanoke Chamber of Commerce; John A. Betje-man, Albany Business League; George H. Cox, secretary Owensboro Business Men's Association, and J. A. Arnold, Texas, vice-presidents, and Edwin L. Quarles, secretary Petersburg Chamber of Commerce, secretary and treasurer.

Atlanta, Ga., was selected for the next meeting of the association.

### Kentucky Oil Fields Active.

[Special Cor. Manufacturers' Record.]

Barboursville, Ky., August 17.

Much new capital is now being expended in a search for new oil pools in the Kentucky fields. A large proportion of the new rigs going up are in undefined territory, and the inauguration of series of tests in various localities is expected to result in extensions of the developed area. Work in both defined and undefined pools has waned during the summer months, and the present test work being conducted is the first expansion from the older fields during the year.

Among new work started or under consideration that in Lee county is receiving much attention. A series of tests was started two months ago, and the prospects for oil discoveries are good. In Menifee county, in upper Kentucky, rigs for test work are also up, and in lower Kentucky scattered test work is being tried out in the counties of Whitley and Clinton. Gas developments in that direction are increasing in importance, and a prolific belt is being proven in the counties of Knox and Wayne.

The July record of completions in the established fields of Kentucky shows 18 producers, with a daily average of 190 barrels. All strikes were of the high-grade variety, no wells in the inferior-grade pools being drilled. The record for the mid-summer month, usually a very dull season, is considered good. While July results were limited to the proven areas of Wayne and Wolfe counties, the expansion of the drilling force at the beginning of the present month is expected to bring about more

widespread results for August. Several of the smaller pools which are connected by pipe lines, but which have been back numbers this summer, are among the fields now receiving attention from the prospector, and August figures will no doubt be considerably augmented by the showing in smaller districts.

Reports that a pipe-line extension will be made in a northerly direction to reach the refineries of Illinois are current this month. Present pipe-line extensions are toward the east, connecting in West Virginia with the line leading to the Parkersburg refineries. Kentucky oil fields already have excellent marketing facilities, the series of pipe lines built four years ago and subsequent extensions reaching every development of importance. If the new line is built into Illinois the more important divisions of this State will probably be tapped.

Kentucky oil prices have been firm all summer. The better grade commands \$1 per barrel, while the inferior grade, the output of which is limited, commands 65 cents per barrel.

W. S. HUDSON.

### Reclaiming Wet Land in Arkansas.

The canal in Eastern Arkansas, which will drain about 5000 acres of land, and which extends from a point near Mound City to Ten-Mile bayou, a distance of about two and one-half miles, has just been completed, and it is thought that the effects of the new waterway will soon be noticed on the land that will be drained. It is estimated that thousands of acres of land will be drained and made available for farming purposes. The canal was built under the direction of Benjamin G. Covington, chief engineer of the St. Francis Levee Board.

The new canal, in draining the land, will not only make it fit for farming purposes, but at the same time will eliminate a great deal of danger that has threatened the Mississippi river levee for some time. The standing water reached the levee and the latter was attacked by water on both sides. It will render the country more healthful, as in getting rid of the wet lands the mosquitoes, which disseminate malarial diseases, will be to a great extent eliminated.—*Arkansas Gazette.*

### Protecting Railroad Timber.

Editor Manufacturers' Record:

Referring to your article, "Important Step in Wood Economy," of your issue of July 30 last, this is a subject that the writer has been very much interested in for a number of years. In 1886, while in charge of the construction of a railroad in the South, he used rosin and pine tar for the protection of that section of the signal and mile post which was under ground. The rosin and tar were brought to the boiling point, and the lower part of each post was kept in the hot liquid for about 30 minutes, and after being taken out and cooled off the above ground sections were painted with two coats of good white lead and oil. Some of the liquid rosin and tar entered the outside grains of the wood, and when cooled off left a good coat on the outside and the heat driving all the moisture out, thus preventing dry rot. In 1900 these posts were all in sound condition, but were removed because other standards of post were adopted. In 1893 the writer endeavored to get his company to use the tie plate with creosoted ties on curves and with cypress ties on straight lines. With the life of a tie increased to three times the usual life, the saving in not only the cost of the tie, but also the labor in putting the tie in the track ought to at present prices make the treating of ties profitable. What is known in the South as lightwood when used as a post will last in the ground from 20 to 30 years. From

middle North Carolina to the Gulf of Mexico there is any quantity of this lightwood going to waste in knots and stumps that by proper treatment the products could possibly be used in protecting timber.

WM. MONCURE.

Raleigh, N. C.

### Industrial Progress at Atlanta.

[Special Cor. Manufacturers' Record.]

Atlanta, Ga., August 14.

Industries representing an expenditure of nearly \$300,000 and a capitalization of several companies of approximately \$2,000,000 are being rapidly rushed to completion near Atlanta, and will be finished in a short time.

The industries are:

The acid plant of the Germofort Manufacturing Co., between Atlanta and East Point, costing \$150,000.

The acid plant of Schoen Bros. at Roseland, at an approximate cost of \$35,000.

The creosote plant of the Southern Wood Preserving Co., which now has temporary quarters at Glenn and Humphry streets, on the Southern Railway, \$25,000.

The new plant of the Atlanta Hosiery Mills, in the eastern part of the city, which will cost about \$50,000.

In addition to the above plants, it is understood that the Binder Frame Manufacturing Co. and the Empire Printing & Box Co. will build a joint building on Whitehall street, near the Southern Railway bridge, at a cost of about \$60,000. This building will be four stories high, and will have a frontage of 200 feet on Whitehall street.

The several industries will open new channels of trade for Atlanta, and will give employment to a large number of persons.

The new plant of the Germofort Manufacturing Co. will have a yearly output of about 80,000 tons of acid phosphate. The company will not manufacture fertilizers, but will supply the by-product of acid phosphate. In addition to the plant in Atlanta the company will build factories in Augusta, Montgomery and Columbia. The plants will consume the entire output of the Ducktown mines. The headquarters of the company are located in Charleston, S. C., and the company is capitalized at \$1,000,000.

The acid plant of Schoen Bros., built near Roseland, on the Southern Railway, has been practically completed, and side-tracks have been laid into the factory site. The plant will have a capacity of 12,000 tons yearly.

The Southern Wood Preserving Co. will manufacture creosote pavement blocks, adding a new industry to the Southeast, the nearest plant of this description being at Slidell, La.

The plant of the Atlanta Hosiery Mills was destroyed by fire some time ago, entailing a loss of \$30,000. The new building, which has been about completed, will be far more substantial and will be built of brick.

### Will Locate Plant in South.

THE MANUFACTURERS' RECORD is advised that the Vacuum Cotton Picking Machine Co. has not decided on plans or location of its proposed plant to manufacture machines for picking cotton in the field. The company intends to establish its factory in the South, and invites propositions from cities desirous of locating the enterprise. Besides manufacturing the new machines, the company will also undertake the manufacture of the house-cleaning machines marketed by the General Compressed Air & Vacuum Machinery Co. Address John S. Thurman, who is president of both companies, 4419 Olive street, St. Louis, Mo.



# GYPSUM PLANT IN SOUTHWEST VIRGINIA.

[Special Correspondence Manufacturers' Record.]

North Holston, Va., August 15.

One of the most interesting and important mineral developments of recent years in Southwest Virginia is that of the Southern Gypsum Co., which within the past three years has located an extensive deposit of gypsum, erected a fine plant, cre-

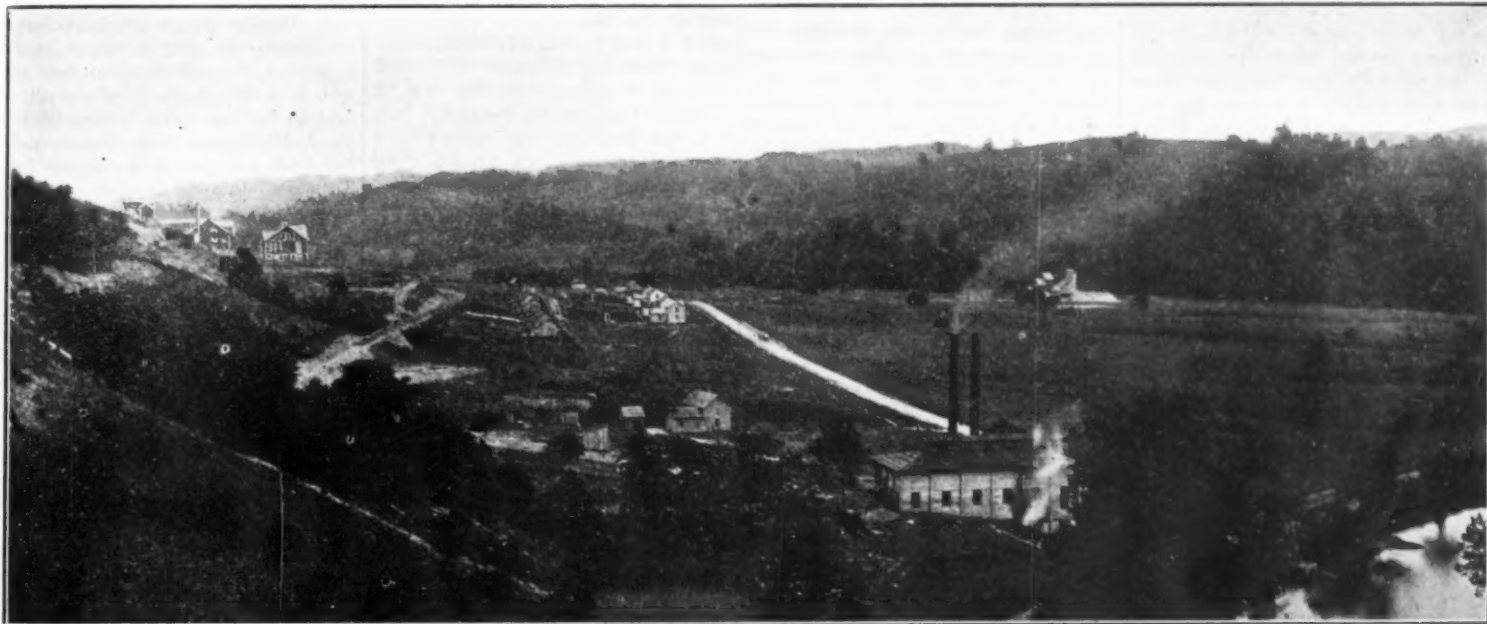
large deposit, which, although only partly traced out, already shows from 3,000,000 to 4,000,000 tons.

In the prospecting a Davis-Calyx drill made by the Ingersoll-Rand Company, New York, was used. It took out a core three and one-quarter inches in diameter,

deposit was immediately started. The site is located four and one-half miles beyond the large plant of the Mathieson Alkali Works at Saltville, Va., which is the terminus of the Saltville branch of the Norfolk & Western Railway. As the site, therefore, was away from any railroad connection, the company constructed its own railroad system from its plant to Saltville. This road was splendidly constructed, and on a good grade, and cost

Air is supplied to those working in the mine by a motor-driven fan, and the mine is kept dry by an electrically-driven centrifugal pump.

The mine is being opened by providing main avenues running north and south and east and west, and from these off-side openings will be made. The gypsum is blasted out with powder and broken up in the mine. It is then loaded on dump cars and carried to the surface and automatic-



GENERAL VIEW OF SOUTHERN GYPSUM CO.'S DEVELOPMENTS, SHOWING POWER-HOUSE, MINE, MILL BUILDINGS AND TOWN.

ated a town and constructed a railroad four miles long in order to get its products to the market.

The moving spirit in this energetic undertaking was Dr. Frank A. Wilder, formerly State Geologist of Iowa, and now president of the company. Being himself one of the best-posted men in the

and often as high as 96 per cent, of all of the formations passed through were brought to the surface in the form of core. Not only was this deposit found to be extensive, but its chemical purity was remarkable, as indicated in the following analysis, which is quoted from the 1907 report of the State Geologist of Virginia:

approximately \$100,000. The company will have its own equipment, and will operate passenger as well as freight service on the line.

In planning the development of the property every advantage was taken of modern methods of both mining the raw material and turning out the various fin-

ally dumped at the top of the tippie into a chute, from which it moves by gravity to crushers of the Blake type made by the Des Moines Manufacturing & Supply Co., Des Moines, Iowa. From these the gypsum passes to other crushers, which reduce it to the size of a hickory nut or smaller, and it is then carried by bucket conveyors



SOUTHERN GYPSUM CO.'S MILL BUILDINGS, AERIAL TRAMWAY AND RAILROAD.

country on gypsum and its manufactured products, he quickly recognized the importance of any new gypsum deposits, and when he heard of those in Southwest Virginia he determined to investigate them and satisfy himself that they did exist in value and quantity to warrant economical mining. Prospecting was started, and although told by some that the deposits did not occur in large quantities, he persisted in his efforts, and was finally rewarded by locating an important and

Gypsum.....	99.39
Calcium carbonate.....	.31
Organic matter.....	.32
Silica alumina.....	.33
	99.96

As a direct result of this core drilling the interests associated with Dr. Wilder purchased two large tracts of land and organized the Southern Gypsum Co., with a capital stock of \$500,000, of which about \$350,000 has so far been spent in development and construction work.

Active work on the development of the

ished products. The result has been a plant containing every facility conducive to economical operation. Moreover, it has been planned in units, so that at any time additions are necessary they will become part of a well-defined whole.

The mining shaft is 105 feet deep, and is divided into four compartments, two for hoisting the material, one for a ladder-way and one for air ducts and electrical wires. Two balanced cages are installed, these being operated by an electric hoist.

to a large storage bin, from which it passes through a central gate into buckets holding 700 pounds each. These buckets are part of an aerial tramway system furnished and installed by the Broderick & Bascom Rope Co., St. Louis, Mo. This tramway is 1400 feet long, and extends from the mine tippie to the mill buildings located on the lower side of the mountain and directly on the line of the company's railroad.

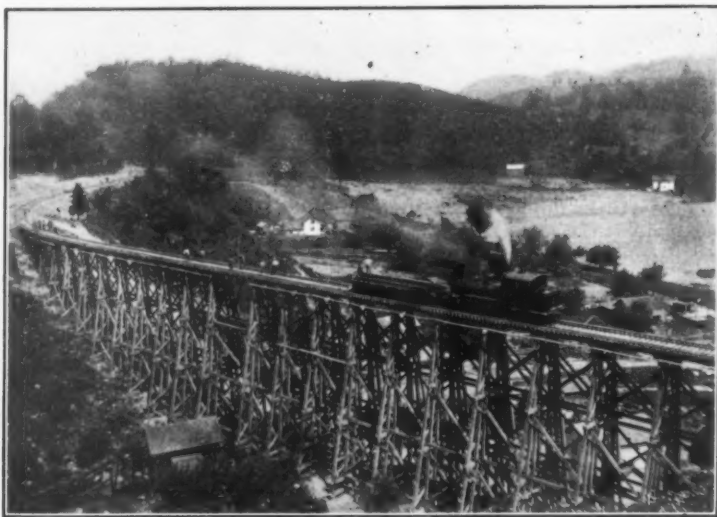
The mill buildings are constructed on

the general plan of the Western quartz mills, and the material passes through them on a gravity plan, thus eliminating most of the elevators usually required in gypsum plants. The plant consists of three parts—pulverizing, calcining and mixing.

The buckets of the tramway system upon reaching the mill dump the material automatically into bins, from which it passes to pulverizing mills made by the Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. These reduce the gypsum so that 80 per cent. of it will pass through 100-mesh screens. The pulverized gypsum is then carried by screw conveyors to large bins in the calcining department, and from these directly to the calcining kettles, which hold 10 tons each, and are of the type common in gypsum mills. They were furnished by the Des Moines Manufacturing & Supply Co. The calcining kettles empty by gravity into hot pits, from which the material is carried by spiral and bucket conveyors to the mixing plant. The building containing the mixing plant is three stories in height and 56x78 feet. The calcined material is here reground until practically all of it will pass through the 100-mesh screens. In this building is also in-

opped its property. The first illustration gives a general view of the plant, showing the reinforced concrete power-house in the foreground, the mine opening and tippie to the right, the town of North Holston in the center and the mill buildings on the side of the mountain to the left. The second illustration gives a closer view of the mill buildings, showing the tramway system and the three units—the pulverizing building, highest up on the side of the mountain, the calcining building just below it and the mixing building in course of construction. In this view the company's railroad can also be seen, running through the center of the plant. The third illustration shows a portion of the company's railroad, and indicates its stable character and some of the difficulties encountered in its construction.

This plant is of more than ordinary importance because, as far as the company knows, this section contains the only gypsum deposit in the South east of the Mississippi river. The company is in a position, therefore, to cater to a wide and constantly increasing consuming area, and its location near the heart of Southern activities will enable it to make quick shipments to all leading points.



A PORTION OF SOUTHERN GYPSUM CO.'S RAILROAD.

stalled the machinery for shredding wood, picking hair and mixing these and the retarder thoroughly with the calcined gypsum, which forms the basis for all hard-wall plaster.

The plant has been designed for a total output of 500 tons daily, distributed as follows: 200 tons wall plaster and stucco, 100 tons land plaster and 200 tons crushed gypsum for cement plants.

Power for all purposes of the plant is supplied from the company's own power-house, located about one-half a mile from the plant proper. The structure is of reinforced concrete throughout, and contains a 600-horse-power Westinghouse-Parsons steam turbine, direct connected to a Westinghouse generator, both of which were furnished by the Westinghouse Machine Co., Pittsburg, Pa.; battery of boilers, installed by the Atlas Engine Works, Indianapolis, Ind., and condensing machinery by the Wheeler Condenser & Engineering Co., Carteret, N. J.

The company has also laid out the town of North Holston and erected a number of attractively designed houses for its employees, in whose welfare and comfort it takes a deep interest. It also donated land and is building a modern schoolhouse at its own expense for the education of the children of its employees, and upon its completion it will be under the supervision of the county school authorities.

The accompanying illustrations will give the reader a clear idea of the splendid manner in which this company has devel-

oped its property. For its cement wall plaster the company has chosen the trade name of "Boone Brand," this being suggested by its geographic association with the boyhood home of Daniel Boone. The land plaster will be known as "Pierson Farm," this being taken from the famous land plaster beds now accessible and for which in the old days people would drive 60 miles to obtain.

The officers of the company are Dr. Frank A. Wilder, president; A. W. Ristine, vice-president; C. H. Ewing, secretary and treasurer, and C. H. Wallinger, superintendent. All of these men have been intimately associated with the gypsum industry in Iowa, and this knowledge, coupled with the value of the deposits here, insures not only high-grade products to the consumer, but also a bright future and profitable business to the company.

WM. H. STONE.

Through the efforts of Director Joseph Hyde Pratt of the Geological Survey of North Carolina a convention has been called to meet in Newbern on September 9 and 10 to discuss the ways and means of draining and reclaiming some of the vast areas of swamp lands in the eastern part of the State.

According to recent report of Commissioner of Revenue P. H. Tucker, the total value of real estate in Roanoke, Va., exclusive of corporation real estate, is \$8,889,365, and the increase in taxable values over last year is \$658,993.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### SEABOARD AT TAMPA.

Contracts Let for Extensive Terminals and Bridge at Grassy Island.

The Seaboard Air Line has awarded contracts for its terminal facilities to be built at Grassy Island, Tampa, Fla. The contract for three wharves with a total length of 2400 feet and for a storage warehouse 75x400 feet has been let to Burwell & Hillyer of Jacksonville, Fla. The C. W. Hunt Company, 45 Broadway, New York, has been given the contract for a phosphate elevator with a capacity of 200 tons per hour. The Phoenix Bridge Co. of Phoenix, Pa., obtained the contract for a steel-lift bridge with a span of 187 feet, and V. M. Johns of Portsmouth, Va., got the contract to build the approaches to the bridge. A contract was previously awarded to the Atlantic, Gulf & Pacific Dredging Co. to dredge the channel to the wharves, this work making a total of 350,000 cubic yards. The total cost of the terminal work will be about \$500,000.

One of the wharves will handle lumber and naval stores, and will be 50 feet wide by 1200 feet long, with a channel alongside 300 feet wide and 24 feet deep. There will not be any shed or warehouse on this wharf, but the pier for general merchandise will be 50 feet wide by 500 feet long, with a storage warehouse 75x400 feet. The phosphate wharf will be 700 feet long and also 50 feet wide to accommodate 2500 tons of phosphate rock, and it will be equipped with hoisting machinery. Trackage will be provided by the company for reaching these terminals and for connecting up the various parts thereof. The work will be done under the direction of W. L. Seddon, chief engineer, with headquarters at Portsmouth, Va. The contracts were closed at Tampa, in the offices of Peter O. Knight, local counsel for the railroad company.

Chief Engineer Seddon is reported as saying that it is hoped and expected that the Government will provide a channel depth in the public portion of the harbor equal to the 24-foot depth at the wharf. The railroad company plans to make Tampa a great port for the handling of phosphate rock. Special cars will be built for this traffic, and an entire train will be loaded in two hours at the mines. The elevator facilities at the docks will, it is stated, load a ship in three hours and make it possible to handle in one day an entire cargo of phosphate rock from the mines to the ship. It is expected to handle between 500,000 and 750,000 tons of phosphate rock through Tampa every year. H. N. McCrary, assistant engineer of the Seaboard, who superintended the building of the company's shops at Jacksonville, is to become resident engineer, it is said, at Tampa, and will have immediate charge of the improvements. The bridge to be erected will connect the island with the mainland, beginning at the foot of Gunn street, east of Nebraska avenue. Mr. Seddon is also quoted as saying that he has set May 1, 1909, for the completion of all the contracts, but the bridge is to be finished by January 1.

To quickly provide facilities for handling phosphate the Seaboard Air Line has, it is reported, ordered a spur track to be built from the Plant City, Arcadia & Gulf Railroad near Plant City, Fla., to the establishment of the Coronet Phosphate Co., which will open that phosphate region to the Seaboard Air Line and will provide facilities for handling the output to the Tampa docks.

## OVER GREAT SMOKY RANGE.

Appalachian Railway to Build from Whittier, N. C., to Sevierville, Tenn.

The Appalachian Railway Co., recently chartered, has been organized at Whittier, N. C., to build a railroad 50 or 60 miles long from that place, which is on the Murphy branch of the Southern Railway, to the Great Smoky mountains, and across them, with the western terminal at Sevierville, Tenn. The capital is \$100,000. The line will follow the valley of the Oconalufy river northwest to the mountains, and at Sevierville it is to connect with the Knoxville, Sevierville & Eastern Railway, which is being built by W. J. Oliver, and, being connected, the two roads will form a through line from Tennessee into North Carolina. It is said that surveys have been completed, and all is ready to start construction. The road will traverse some fine farming lands, and will also open up about 70,000 acres of spruce timber land at the foot of the mountains in North Carolina and in Tennessee. Along the route are several small settlements, including the Government Indian School at Cherokee. There will be from 20 to 30 miles of track in each State.

The directors of the company are R. U. Shaffer of New York, president; S. E. Slaymaker, vice-president, also of New York; George W. Lex of Philadelphia, secretary; John C. Arbogast of Lake Charles, La., treasurer and general manager; Henry B. Stevens of Asheville, N. C., general counsel, and W. S. Harvey of Philadelphia. It is stated that Messrs. Shaffer and Slaymaker are prominent in the lumber and wood-pulp business in New York, and that Mr. Lex is also interested in lumber, as is Mr. Arbogast. Mr. Harvey is a capitalist.

## COAL TO SEA AND LAKES.

Carolina, Clinchfield & Ohio Railroad Plan Financed—Work Pushing On.

The Carolina, Clinchfield & Ohio Railroad Co., which is building the line in Western North Carolina and Southwestern Virginia, formerly known as the South & Western Railway, has, according to a report from New York, financed its plans by the sale of \$10,000,000 of bonds to Blair & Co. It is said to be the intention of the Cumberland Syndicate, which includes Thomas F. Ryan, Norman B. Ream, Blair & Co. and others, who own the Clinchfield coal property, and who are back of the railroad, to issue bonds to the amount of 40 per cent. of the cost of the line.

As heretofore reported, track was recently completed southward into Marion, N. C., and construction is now being pushed from Marion, the present southern terminus, to Bostic, N. C., where connection will be made with the Seaboard Air Line. At the same time construction is also under way northward from Johnson City, Tenn., to St. Paul and Dante, Va., and Elkhorn City, Ky., via the Breaks of the Big Sandy river, it being the purpose to connect at Elkhorn City with the Chesapeake & Ohio Railway to obtain a northern outlet to the Great Lakes for the immense production of the coal mines, as well as a southern ocean outlet via Bostic, N. C., and ultimately to the Gulf via Spartanburg, S. C.

## Electric Interurban Contemplated.

Mayor C. A. Mulholland of Fayetteville, Ark., writes the MANUFACTURERS' RECORD confirming the press report that several persons have been negotiating for an electric railway franchise in Fayetteville, Ark., and for also building to Siloam Springs and Huntsville. Nothing has, however, been closed, and it is not likely



that anything will be done until later in the year.

### Along the Georgia & Florida.

The Georgia & Florida Railway, which is being built by John Skelton Williams of Richmond, J. W. Middendorf of Baltimore and others, has completed the first link of its new construction between Valdosta, Ga., and Nashville, Ga., about 30 miles, and it is expected that it will be ready for operating by September 10.

The Georgia & Florida Railway when completed will, as heretofore reported, be a through trunk line from Augusta, Ga., to Madison, Fla., composed of several existing railroads, which are being connected by the construction of comparatively short links, and which altogether will amount to about 90 or 100 miles of actual new track. But the Valdosta Southern Railroad, one of the absorbed lines, running from Valdosta, Ga., to Madison, Fla., 29 miles, has been improved by the reduction of grades and the filling in of trestles. A connection will be made between the latter road and the Seaboard Air Line at Madison. Between Nashville and Douglas, Ga., about 38 miles, several cut-offs have been made, and between Douglas and Hazlehurst, Ga., grading has been finished on a cut-off  $9\frac{1}{2}$  miles long, which will save about nine miles of distance. From the end of this cut-off to Hazlehurst, Ga., 20 miles, the new grade is nearly complete, and it is expected that before January all the line from Hazlehurst to Madison will be linked up and laid with new track and heavy rail. This section will include 120 miles of main line and between 20 and 25 miles of branches.

North of Hazlehurst construction has also been started, and a 900-foot bridge over the Altamaha river will be built, beyond which the road will run to Vidalia. Upon the completion of this latter improvement the company will be able to operate trains from Keysville, Ga., 26 miles from Augusta, through to Madison, Fla. The trunk line will be finally completed by building from Keysville to Augusta.

E. L. Bemiss of Richmond, Va., is president of the Augusta Construction Co., which is building the line, with headquarters at Douglas, Ga.

### Safety Train Control.

A little pamphlet called "Safety" has been issued by the Jones Safety Train Control System Co., which has offices at 409 American Building, Baltimore. A stock company has been formed to place before the railroad world properly an automatic device to prevent collisions on railroad. The pamphlet says that by means of this invention the moment that two trains get within danger distance of each other, no matter how fast they are running, an electric current will be started and operate automatically a device connected with the airbrake mechanism in the engine cab, thus stopping the train without any human aid, whether on the same road or at grade crossings with intersecting lines. An open switch or an open drawbridge would produce the same result. The device can be operated on trolley lines having airbrake equipment just as readily as upon steam roads. Apparatus can also be provided so that train dispatchers may stop any train at will.

### Texas Southern Improvement Work.

The court at Marshall, Texas, has confirmed the sale of the Texas Southern Railway to Osee Goodwin and J. F. Strickland at Dallas, Texas; E. Key of Marshall, Texas, and associates, including the St. Louis Union Trust Co. It is said that the purchasers will pay \$60,000 cash, about \$118,000 in receivers' certificates,

and the remainder of the \$286,000 (which was the purchase price) is to be paid subject to the court's order. Improvements to the line are to be made immediately all the way from Marshall to Winnsboro, Texas, 74 miles, and it is expected that about \$100,000 will be spent within the next two months. E. T. Perkins of St. Louis will, it is stated, have charge of the work.

Mr. Key, who is president of the First National Bank at Marshall, is reported as saying that as many men as it is possible to employ at once will be put on the work of improvement; that the men who have bought the road will spend several hundred thousand dollars to put it in first-class condition. As heretofore stated, Mr. Strickland is president of the Texas Traction Co., which has just opened its line from Dallas to Sherman, Texas.

A report from Beaumont says that the Missouri, Kansas & Texas Railway Co. is seeking to get control of the Texas Southern, although this rumor is unconfirmed. The Frisco is also reported to have an eye on the property, which, it is further said, is also attractive to the Gould interests.

### San Antonio to Brownsville.

D. B. Chapin of Hidalgo, Texas, counsel for the company, is quoted as saying in a report from San Antonio that a contract has been let to Sam Robertson of Brownsville, Texas, to build 15 miles of railroad, starting near Ebenezer, in Hidalgo county, and that it is proposed to build a line through from San Antonio to Brownsville, Texas. Survey has been made for 25 miles and subscriptions now amount to nearly \$180,000. Application for a charter will be made soon, but the name of the road has not been decided. Among those interested are R. F. Scott, A. G. Hubbard, John C. Gibbons, Ralph Speas, Sargent Braden and T. J. Van Zandt of Paris, Texas; John Closner of Hidalgo, Texas, and J. M. Johnson, Sr., of Mercedes, Texas. The construction will be started within a month.

### Sparks & Western Railroad.

Mayor J. S. Sirmans of Sparks, Ga., writes the MANUFACTURERS' RECORD saying that the application for the charter of the proposed Sparks & Western Railroad Co. is now being published, but the contract has not been awarded, although work is to be started about September 1, according to the agreement of the promoters. The line will be about 25 miles long, connecting with the Georgia Southern & Florida Railway and the Georgia & Florida Railway at Sparks, and with the Atlantic Coast Line (old Atlantic & Birmingham) and Georgia Northern Railroad at Moultrie, Ga. The new road will traverse a fine agricultural section producing Sea Island and upland cotton, corn, oats, sugar-cane, sweet potatoes, watermelons, cantaloupes, etc. The region also yields lumber and naval stores.

### Not in the South.

It appears that the press report saying that William J. Oliver of Knoxville, Tenn., has been awarded a contract to build the "Pittsburg, Birmingham & Eastern Railway" is an error. Mr. Oliver writes the MANUFACTURERS' RECORD that the contract is for a line in Pennsylvania called the Pittsburg, Binghampton & Eastern Railway, for which he has been given the contract to build and complete 54 miles. The excavation amounts to about 1,000,000 cubic yards, or 33 miles, 21 miles between Tonawanda and Canton, Pa., being already graded. He has the contract to lay track and ballast this 21 miles simultaneously with preparing 33 miles, from Canton to Oregon Hill, of new

work for track. H. A. Schwaneke is chief engineer at Canton, Pa.

### Mobile to Citronelle.

George S. Bressler of Gulf Crest, Ala., is quoted in a report from Mobile as saying that within two months survey will begin for the proposed electric railway of the Mobile & Gulf Interurban Co. between Mobile and Citronelle, Ala., about 30 miles. C. A. Elkins of Louisville, Ky., represents Louisville and Cincinnati capitalists who are interested. Mr. Bressler is further reported as saying that right of way has been secured and negotiations are under way for a franchise in Mobile. More than \$500,000 will be expended. The powerhouse will probably be at Mobile, where the company will have its headquarters. High-speed cars 56 feet long are to be operated, and it is expected to have the line running within a year.

### Coast Line Orders 500 Cars.

The Atlantic Coast Line has awarded a contract for 500 box cars to the South Baltimore Steel Car & Foundry Co., which will soon begin work upon the order. The company's works at Curtis Bay, Md., near Baltimore, are also engaged upon considerable repair work to equipment of the Baltimore & Ohio Railroad.

### Texas Midland's Bond Issue.

An officer of the Texas Midland Railroad writes the MANUFACTURERS' RECORD that the issue of \$2,000,000 of  $4\frac{1}{2}$  per cent. bonds upon the line was merely to refund outstanding indebtedness, and that so far there is no new construction proposed or contemplated.

### Railroad Notes.

The Memphis, Paris & Gulf Railway has been authorized to build an extension of 15 miles from Nashville, Ark., to Murfreesboro, Ark.

The Atlanta Northeastern Railroad Co. has been granted the charter recently applied for to build from Atlanta to Cumming, Ga., about 40 miles, via Alpharetta and Roswell. The company may use any motive power, but is expected to employ electricity. T. F. Martin and J. L. Murphy of Atlanta and others are interested.

An officer of the St. Louis, Brownsville & Mexico Railway is reported as saying that it has not yet been positively decided whether the proposed bridge over the Rio Grande between Brownsville, Texas, and Matamoras, Mexico, will be built. This proposed structure would connect the St. Louis, Brownsville & Mexico Railroad with the National Railroad of Mexico.

The Callahan Construction Co. of Knoxville, Tenn., is reported to have finished its contract for 90 miles of line on the Atlanta, Birmingham & Atlantic Railway between Atlanta and Talbotton, Ga., and is still engaged upon another contract for the same company for 20 miles between Ashland, Ala., and Talladega, Ala., which will be completed in about three or four months. The construction company is also enlarging and lining a tunnel on the Louisville & Nashville Railroad at Pleasant Valley, Ky.

Experiments conducted in Dallas county, Alabama, by Frank Blackerly, a tobacco-grower formerly of Kentucky, indicate that the soil of that county is well adapted to the growth of a fine grade of tobacco. Mr. Blackerly planted two acres of land in white burley tobacco, and the yield which is now ready for harvesting is estimated to contain about 2000 pounds to the acre.

Coal and coke loading in the New River field for July amounted to 522,020 tons of coal and 374 cars of coke.

## MINING

### Coke Production in 1907.

According to a recent bulletin of the United States Geological Survey, the total production of coke in the United States in 1907 amounted to 40,779,564 short tons, valued at \$111,539,126, being nearly double the output of 1900 and more than three times that of 1897. The increase over the production of 1906 was 4,378,347 short tons, or 12.02 per cent., in quantity, and \$19,931,002, or 21.76 per cent., in value. The average price per ton at the ovens—\$2.74—is greater by 22 cents than the 1906 average.

Of the total production for the year, 35,171,665 short tons, or 86.25 per cent., was produced in beehive ovens, as against 31,843,090 tons of beehive coke in 1906. The production from retort or by-product ovens during 1907 was 5,607,899 short tons, or 13.75 per cent. of the total, against 4,558,127 short tons, or 12.52 per cent. of the total, in 1906. The increase in production of beehive coke in 1907 over 1906 was 3,328,575 tons; the increase in the retort-oven product was 1,049,772 tons.

The amount of coal consumed in the manufacture of coke in 1907 was 61,946,100 short tons, valued at \$72,784,851. As the value of the coke produced from this coal was \$111,539,126, the difference—\$38,751,275—less the cost of manufacturing and the expenses of administration and selling, represents the profits on the coking operations. In 1906 the value of the coal used was \$62,232,524, and the value of the coke produced was \$91,608,034, the difference to cover all expenses of manufacture, administration and profits being \$29,375,510.

### Increasing Shipping Facilities.

According to a dispatch from Beaumont, Texas, the Union Sulphur Co., which operates large sulphur mines at Sulphur, La., intends to complete the canal connecting the mines with Sabine river for the purpose of shipping the product of the mines to Sabine river by barges, and thence down the river and through the Sabine Lake canal to Sabine Pass for export shipment. John H. Henning, assistant manager of the company, is reported as saying that a contract has been awarded for a hydraulic dredge having a capacity of 200,000 cubic yards of dirt per month, while a barge 120 feet long, 40 feet wide and 9 feet deep is under construction at Sulphur. As originally projected, it is stated that the canal will have a depth sufficient to accommodate boats drawing six feet, and will extend east and west, entering Sabine river above Orange, Texas.

### Texas Briquette Fuel Co.

The Texas Briquette Fuel Co. will be organized with a capital stock of \$50,000 to build a plant for manufacturing coal briquettes after the formula of A. M. Mannewitch. Wm. M. Jones, Mr. Mannewitch and others are forming the company. They want information and prices on the necessary machinery, and can be addressed at 414 Slaughter Building, Dallas, Texas. Their plant will have an hourly capacity of 10 tons, and be located at Dallas.

### Mine Operators at Charleston, W. Va.

It is announced that the West Virginia Mining Association, W. N. Page, Ansted, W. Va., president, will meet in Charleston, W. Va., early in September for the purpose of discussing the prevention of mine accidents. A number of mining experts from Germany, France and Belgium, it is stated, will be in attendance at the association and will later investigate mining methods in West Virginia.

## TEXTILES

### The Shawmuth Mill Completed.

This week the MANUFACTURERS' RECORD presents two photographic views and announces further details of the additional cotton mill (mentioned last week) which the West Point Manufacturing Co. of West Point, Ga., has completed on the Chattahoochee river near West Point.

stack; a transformer-house 20x20 feet, a cotton warehouse 100x500 feet, a one-story office building 40x40 feet, a one-story pump-house 15x15 feet, and a number of cottages for mill operatives. The mill buildings are of slow-burning construction, which makes them semi-fireproof, a method widely used in the construction of mill buildings.

Last week the MANUFACTURERS' RECORD referred briefly to the particulars, announced many months ago, of the West

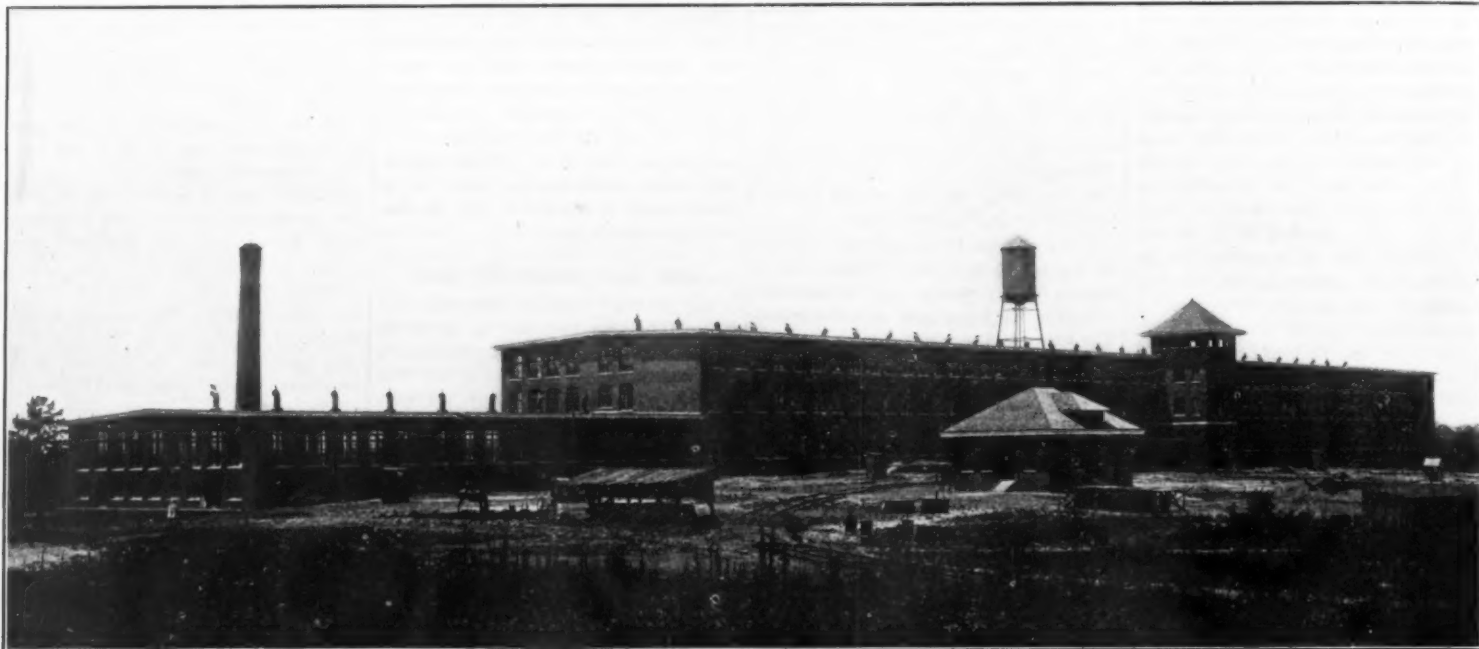
### The Marion Knitting Mills.

The Marion Knitting Mills of Marion, N. C., has organized with a capital stock of \$25,000, and will build plant. W. W. Neal has been elected president, H. W. Dysart vice-president and S. H. Yancey secretary-treasurer. Contract will be awarded to a local contractor for the erection of a suitable building in which will be installed about 30 machines, oper-

expending from \$60,000 to \$80,000 for the establishment of a jute bagging mill at Little Rock, Ark. The daily capacity proposed is 120 rolls.

### Wants Canvas Glove Materials.

The Lynchburg Glove & Mitten Co. of Lynchburg, Va., is in the market for narrow fabrics suitable for bands for canvas gloves. Samples and prices are invited.



THE SHAWMUTH MILL OF THE WEST POINT (GA.) MANUFACTURING CO.

This new plant is known as the Shawmuth Mill, and the various buildings were constructed for the owner by the J. F. Gallivan Building Co. of Greenville, S. C., which also constructed the Victor plant, Greers, S. C.; Calhoun Falls mill, Calhoun Falls, S. C.; Calumet mill, Liberty, S. C.; Dan River mill, Danville, Va.; Plymouth cordage mill, Welland, Ontario; power plants of Savannah River Power Co. and Belton Power Co.,

Point Manufacturing Co.'s plan for another mill, a water-power-electric plant developing 3000 horse-power and mill village improvements, all estimated to cost from \$800,000 to \$1,000,000. The Shawmuth Mill is planned for a total equipment of 35,000 spindles and complement of looms for manufacturing duck and other heavy cotton cloths. Messrs. Lockwood, Greene & Co., Boston, Mass., were the architects for the buildings.

ated by a 15-horse-power gasoline engine, for knitting hosiery. About 25 operatives will be employed, and after they have been trained the mill's equipment will be increased. This company was reported last week by the MANUFACTURERS' RECORD as incorporated.

### To Rebuild Jonesville Mill.

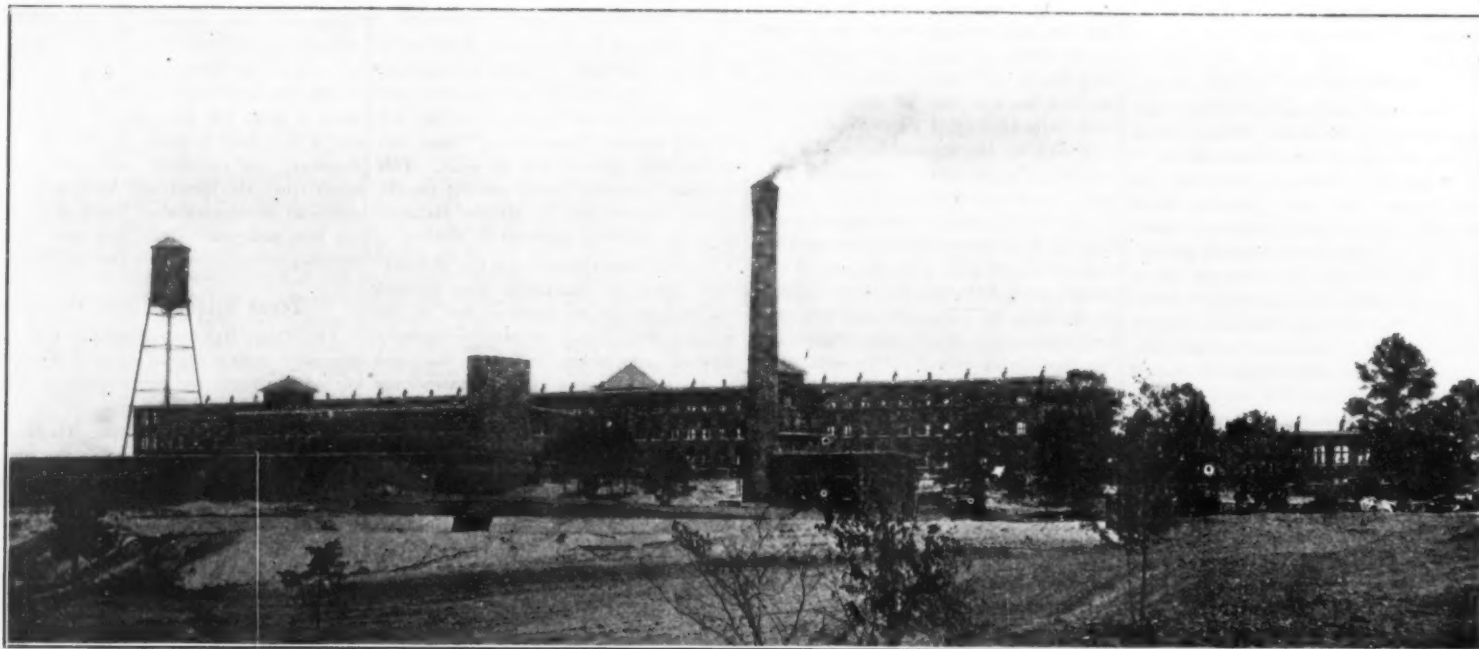
The Jonesville (S. C.) Manufacturing Co. will rebuild its hosiery knitting mill,

### Zebulon's Proposed Mill.

Archibald Meldrum and associates of Zebulon, N. C., are progressing with their recently reported plan to form a \$100,000 stock company to build a cotton mill.

### To Meet at Saratoga Springs.

The National Association of Cotton Manufacturers will hold its eighty-fifth meeting at Saratoga Springs, N. Y., on September 29 and 30.



ANOTHER VIEW OF THE SHAWMUTH MILL AT WEST POINT, GA.

and various other important structures.

The main Shawmuth building is four stories high, 130 feet wide by 840 feet long, and with accessory structures covers several acres. In connection with it the Gallivan Company erected a picker building two stories high, 80x200 feet; a power-house 50x80 feet, with a 150-foot

The West Point Manufacturing Co.'s old mill has 23,000 spindles and 464 looms. The corporation is one of three of which L. Lanier is president, operating heretofore nearly 100,000 spindles and over 2300 looms. This total will be increased more than 25 per cent. by the Shawmuth's equipment.

referred to last week as destroyed by fire. Details of the new plant have not been decided. The former mill had 250 knitting machines, etc.

### Jute Bagging Mill Contemplated.

It is reported that the Georgia Bagging & Tie Co. of Augusta, Ga., contemplates

It is reported that the Oconee Knitting Mill of Walhalla, S. C., will erect an additional building and install 100 more knitting machines, instead of the 65 machines heretofore noted. Contracts for both building and machinery are said to have been awarded.

Advertise in MANUFACTURERS' RECORD.



## LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### Great Lumber Operations Under Way

[Special Cor. Manufacturers' Record.]  
New Orleans, La., August 15.

Great interest attaches to the activities of the lumber interests in this section following the announcement that the huge plant of the Southern Lumber Co. at Bogalousa is to start up on September 1; that the immense plant of the Gulf Lumber Co. at Fullerton will begin operations at the same time, and that the new plant of the Long-Bell Lumber Co. at Longville, La., will also be ready to begin operations on the 1st of September. These two latter plants will begin with an initial sawing capacity of from 200,000 to 250,000 feet a day, and in the case of the Fullerton plant a capacity of from 500,000 to 600,000 feet will be reached when the mill is entirely completed, which is expected to be about November 1. In addition, the Industrial Lumber Co.'s mill at Beaumont is being pushed to completion, with the expectation that it will be ready to open for operation within 60 days.

While not similar in all respects to the Bogalousa development, the plant of the Gulf Lumber Co. at Fullerton is still an enterprise of the first magnitude, and contains many features of interest and importance. The Gulf Lumber Co. has large holdings in the long-leaf pine belt of Western Louisiana, and has been operating mills at Leesville and at Minden. The mills at Minden have been shut down recently, and when the Fullerton mill is in operation the Stables mill (at Leesville) will also be shut down, and the activities all centered at the Fullerton plant.

While differing from the Bogalousa enterprise in that no attempt will be made to develop a commercial town at Fullerton, yet in respect to taking care of the mill hands the Fullerton town will be built on the best lines of model factory construction. There will be 700 houses of from three to five rooms, the white and colored help to be located in separate parts of the town. There will be all modern sanitary arrangements—sewers, artesian water, electric lights, etc.

In the construction of the plant steel and concrete are very largely used throughout, and labor-saving devices and automatic machinery are employed wherever possible. The timber mill and the planing mill building are entirely of steel, with reinforced concrete floors, so that hardly more than 10,000 feet of lumber will be used in the buildings. The dry-kilns are built entirely of reinforced concrete, according to plans furnished by the mill managers. The trams are of reinforced concrete, and the rough lumber shed, 250x640 feet, and the dressed lumber shed, 125x800 feet, are of frame construction, with concrete floors.

An innovation is an overhead electric transfer system, which will eliminate all mill tracks except those of the steam railroad alongside of the delivery shed. This transfer system, installed by Pawling & Harnischfeger of Milwaukee, is designed to serve the entire plant. By this arrangement a loaded "buggy" of lumber can be picked up and carried to wherever it may be wanted. It does away with mules on the docks, and reduces the number of laborers required in handling lumber, and is altogether novel in its application. There is but one other mill in the South with such equipment, so the statement is made, so that it will be a unique feature of the Fullerton plant.

The size of the timber mill is 75x400 feet. It is equipped with two double-cut band saws and a horizontal band resaw.

The E. J. Murray Manufacturing Co. of Wausau, Wis., is the engineer for the sawmill and machinery, and has the contract for furnishing the sawmill and equipment.

The Murray Iron Works of Burlington, Iowa, has the contract for furnishing a 1000-horse-power engine, and also the 12 72x18-inch H. R. T. boilers, with Dutch ovens.

For the present the mill will saw nothing but timber, which will be stored in the timber pond. The pond is 35 acres in area, obtained by throwing out a dam and confining the waters of two small living streams. The depth of the water is from 6 to 15 feet.

On the timber docks will be electrically-driven sizers and surfacers, and the rolls and transfers on the timber dock, as well as the yard sorter, the entire planing-mill equipment and the overhead transfers will be electrically driven.

The power plant to supply the electricity will at present consist of two 500-kilowatt General Electric alternators, direct connected to Murray Iron Works engines. All the electric wiring is underground, there being no overhead wires. The electrical equipment of the planing mill is General Electric throughout.

The condenser plant is of the H. R. Worthington manufacture.

In the planing mill, which it is expected to have in operation by November 1, the machinery is being installed by Hall & Wood of St. Louis. The machinery consists of four 30x6-inch sizers, three 15x6-inch matchers, four 9x6-inch matchers, two 15-inch inside molders, two 10-inch outside molders, one multiple molder, one six-inch band resaw, one four-inch band rip saw, five trim saws, one 80-inch fan, one 60-inch fan, all driven by direct-connected motors.

In the sizer shed, on the timber dock, will be a 30x18-inch sizer for dressing green lumber, a 15-inch surfacer and a 45-inch fan, also all direct connected.

The plant is equipped with blowers furnished by the Allington & Curtis Company of Milwaukee.

The steam piping is encased with 85 per cent. magnesia coverings, furnished by the H. W. Johns-Manville Company of New York and New Orleans, who have also furnished magnesia-asbestos-cement coverings for the boilers.

M. L. Fleishel, general manager of the company, has in the main designed the general plan of the plant.

Warden & Allen of Milwaukee supply the steel and steel designs for the steel buildings.

Geo. U. Borde, New Orleans, is the engineer in charge of the electric features, covering light and power.

The president of the Gulf Lumber Co. is C. H. Fullerton of St. Louis; vice-presidents, C. H. Ingram and V. M. Davis of St. Louis, and M. L. Fleishel, Fullerton; other officers, Paul D. Rust, Boston, secretary; Frank Goepel, St. Louis, treasurer.

The paid-up capital of the company is \$3,000,000. The general offices are in St. Louis.

Fullerton is an entirely new town, 25 miles east of Leesville, on the Gulf & Sabine Railroad, which belongs to the Gulf Lumber Co., and which connects with the Gulf, Colorado & Santa Fe Railroad at Nitram. The Southern Pacific Railroad, which bought the old Long-Bell Railroad (the Louisiana & Arkansas) is building an extension which will connect Fullerton with the Southern Pacific at Lake Charles.

It is expected that this branch line will be built into Fullerton by September 1.

ALBERT PHENIS.

### Big Deal for Timber Lands.

The West Virginia Pulp & Paper Co., 300 Broadway, New York, has purchased

4200 acres of hemlock and hardwood timber lands located on the headwaters of the Elk river, in West Virginia. The property was purchased for future development in connection with the company's pulp-manufacturing industries.

### Tight Coopersage Stock of 1907.

According to statistics gathered by the Census Bureau, with the assistance of the Forest Service, it is shown that the combined production of sawed, bucked and split, hewed, beer and ale staves was 385,232,000 pieces, an increase in quantity of 117,405,000 pieces over 1906, or 43.8 per cent., while the average value per thousand advances from \$31.32 to \$33.00. Part of this increase, it is stated, was caused by the greater thoroughness of the canvass during 1907.

In heading the total production reported was 27,692,994 sets, with a value at the mills of \$6,864,485. This was an increase of 9,918,619 sets, or 55.8 per cent., in quantity, and \$2,864,855, or 71.6 per cent., in value over 1906. Owing to the rapidly-growing scarcity of oak, from which originally both tight staves and heading were made exclusively, other and cheaper woods are, where possible, being introduced as substitutes. Cypress, red gum and basswood are thus in a measure supplanting oak, and this accounts for the relatively low average value per set in 1907.

Little change is noted in the geographical distribution of the industry of tight-stave manufacture from that of former years. Nearly 77 per cent. of the production in 1907 was reported from the five States of Arkansas, Kentucky, Tennessee, West Virginia and Alabama, which, in respect to individual output, ranked in the order named. Arkansas alone contributed more than 28 per cent. of the total of all classes of tight staves, and nearly 45 per cent. of the production of bucked and split stock. Kentucky, while producing only 16 per cent. of the total of all staves, reported 21.7 per cent. of the bucked and split stock and 53.9 per cent. of the beer and ale stock production. Tennessee ranked next to Arkansas in the output of sawed staves, with 14.9 per cent. of the total of this class, and contributed 21.6 per cent. of the total of the beer and ale staves reported. The bulk of the Bourbon stave production for 1907 was reported, as previously, from Kentucky and Tennessee, with 31.5 and 26.1 per cent. of the total, respectively. Almost the entire product in West Virginia consisted of sawed staves, by far the major part of which were classed as oil. Alabama supplied 7.9 per cent. of the total tight-stave production, 14.3 per cent. of those classified as bucked and split, and 27.6 per cent. of the hewed stock reported. In certain other States where the aggregate production of tight staves was comparatively small, one or more of the four classes of stock was manufactured in relatively large quantities. Louisiana contributed more than 29 per cent. and Texas 18.4 per cent. of the total production of hewed stock, and, owing to the fact that the average value per thousand of this grade of staves is much higher than any other, the relative prominence of these States in the industry is greater than their totals of production would indicate.

As in 1906, the leading States in the manufacture of tight heading were Arkansas and Tennessee, in the order named, the combined production of these two States forming approximately two-thirds of the total output in both years. Not only is the best grade of Bourbon and beer and ale heading still produced in largest quantity in Kentucky, but the production of tight heading of all kinds in this State in 1907 was substantially larger than in the preceding year, the increase being from

2,526,617 sets to 3,824,617 sets. Other States producing relatively large quantities of tight heading in 1907 were West Virginia, Mississippi and Texas.

### A \$100,000 Lumber Company.

The Great Central Lumber Co. of Lake Charles, La., has incorporated with a capital stock of \$100,000. Its officers are D. R. Swift, president; C. A. McCoy, vice-president; William Allen, secretary, and L. H. Moss, treasurer. This company will develop extensive tracts of timber land on the island of Vancouver, B. C. It has purchased tracts estimated to contain 1,000,000,000 feet of lumber, mainly fir and cedar. The properties are on the upper end of Great Central Lake, and the timber will be rafted through the lake to tidewater.

### Mississippi Pine Association.

An informal meeting of the Mississippi Pine Association was held at Hattiesburg, Miss., last week, with an attendance of about 40 members. Trade conditions were discussed, the opinion prevailing that there would be an increase in lumber prices, such as would permit millowners to operate their plants at a profit. President J. F. Wilder stated that the outlook was unquestionably brighter, and thought that it would not be long before the trade would justify great activity in the lumber industry. The next semi-annual meeting of the association will be held at Gulfport, Miss., the second week in September.

### Promoting Big Naval Stores Co.

Prominent business men of Jacksonville, Fla., including Messrs. C. B. Rogers, president of the Consolidated Grocery Co.; J. G. Boyd, president of the Florida Turpentine Producers' Association; W. P. Corbett of the Prudential Insurance Co., and George L. Drew, president of the Drew Lumber Co., are promoting the organization of a naval stores company to be capitalized at \$1,500,000.

### Birmingham's Building Record.

Building operations in Birmingham, Ala., for the first seven months of the year indicate a total investment of \$1,195,832. Of the structures erected there were 203 frame dwellings, costing \$489,000; seven brick dwellings, costing \$41,050; nine brick business buildings, costing \$104,000; nine cement buildings, costing \$8300; 13 miscellaneous buildings, costing \$456,000, and repairs costing \$95,852.

### Big Lumber Orders.

Capt. Louis Paul Harty of Jamaica, West Indies, is said to have closed a deal with C. F. Hay & Co. of New Orleans, La., for the purchase of 2,500,000 feet of timber for export to Jamaica, and is in the market for 30,000,000 feet additional. Captain Harty, it is stated, recently purchased 12,000 60-foot pilings from the Sildell Cresote Co.

The Montgomery Lumber Co. of Suffolk, Va., is reported to have secured an option on 44,000 acres of timber lands in the Dismal Swamp, the purchase price to be \$450,000.

Official announcement is made by Manager C. S. Schaefer of the Gulf Transportation Line, which is a new one to operate between New Orleans and Liverpool, that the first steamer, the Imaum, will leave in the early part of September, and will be followed by regular monthly sailings. Cotton will be the principal freight carried.

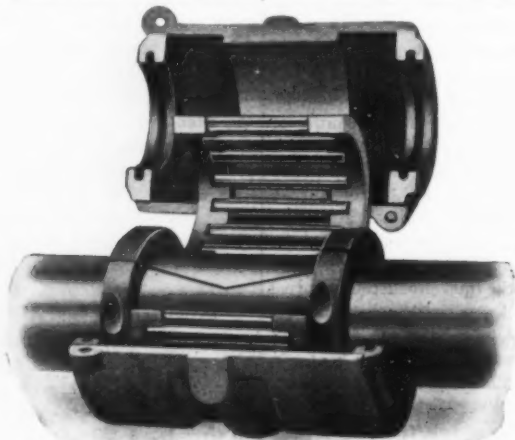
The Business Men's League of Galveston, Texas, is reported as forming a company to build the bagging factory mentioned in June as proposed.

## MECHANICAL

### Improved Grant Roller Bearing.

Engineers and designers will be interested in the new Grant roller bearing recently produced by the Standard Roller Bearing Co., Philadelphia, Pa.

This bearing has conical or tapered roll-



IMPROVED GRANT ROLLER BEARING.

ers, but is improved in several respects over the former Grant bearing, which was the first conical roller bearing placed on the market, and is both theoretically and mechanically perfect in construction and design.

The new bearing has solid rollers, with

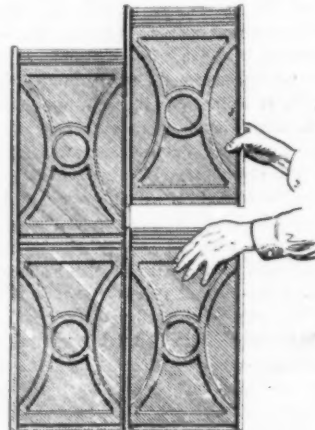
The cone has an especially wide shoulder, against which the ends of the rollers have a bearing practically to the center of the roll, the shoulder having the same degree of bevel as the ends of the rolls, the entire thrust being taken in this manner, giving great durability and strength to the bearing in this respect.

This bearing is absolutely guaranteed in all respects, and they are so strongly made and of such high-class material that they are good for a heavy overload beyond the amount they are specified to carry. The bearing is made interchangeable with any other form of conical or

short turns. The Newell cars are designed to hitch to engine or other cars at both ends. In other words, the wheels are of same size, and the construction, front and rear, identical. Therefore, while a train of cars may be turned in the same relative space as a train of ordinary "goose-neck" cars or wagons, it is claimed for the Newell cars that in narrow, close places on public roads it is unnecessary to turn, the engine simply being detached from the forward car and attached or coupled to the rear car. The car is made of all steel, strongly built, and there is no strain on the body in hauling beyond the weight of contents, as the load is directly on bolsters. It has the cross-reach construction, which compels the wheels to track perfectly in turning as well as in hauling straight forward. The wheels are wide and avoid rutting and damage to roads; in fact, they act as rollers to pack the roads. The draft is direct from tongue to coupling pole, and the capacity of each car is six to eight cubic yards of material. It is claimed that a traction engine capable of handling three loaded cars is equal in results to approximately 15 hauling teams, and that the estimated daily cost of operating such an outfit is in the neighborhood of \$10. Moreover, the teams require a considerable expenditure for feed.

The logging car, both for traction hauling and team hauling, has the same gear construction, the body being eliminated, and should prove very useful in logging

shingles on the roof. Where the shingles are joined above there is a two-inch lap, protected by a series of water breaks or ridges, preventing the wind from blowing water underneath the shingles. This combination of qualities makes a roof both watertight and serviceable. The Burriss shingle also possesses the advantage that it does not require close sheeting, the roll or bead on either side stiffening it so that



THE JOHN T. BURRIS & SON METAL SHINGLE.

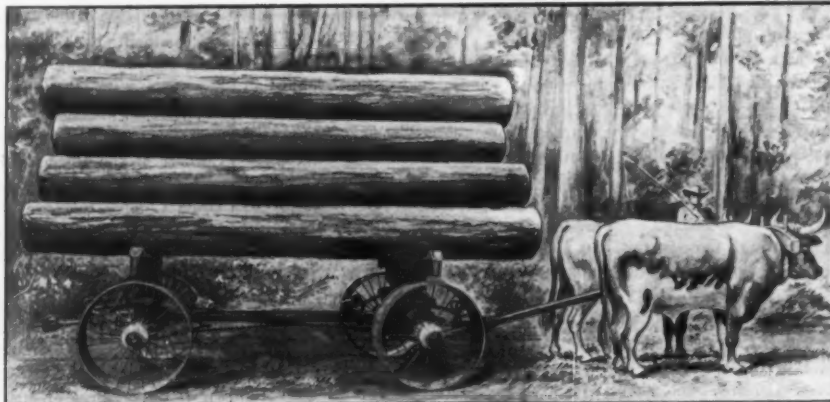
the sheeting can be laid with a three-inch space between each board. Besides the utilitarian qualities which it possesses, the new shingle's tile effect makes a very artistic roof, adding materially to the appearance of a building.

Messrs. Burriss & Son intend to meet all demands for this improved shingle, an illustration of which is presented herewith.

### Erie Centrifugal Pumping Machinery

Whenever quantities of water are to be raised to moderate heights, the centrifugal pump is probably the most economical machine for the purpose. Built, as it is, without valves or narrow waterways, the presence of sand, gravel, sawdust or material of like character offers no difficulties to its successful operation. On this account it is extensively used for such purposes as the irrigation and reclamation of land, sewage disposal, pumping out cofferdams and drydocks. The centrifugal pump is used on board ship for circulating water, for pumping bilge water, for filling ballast compartments, and for carrying ashes overboard; by paper mills for the conveying of wood pulp and half-stock; by filtration plants for pumping from reservoirs to settling tanks, and for numerous other purposes.

The Erie Pump & Engine Co. of Erie, Pa., has for years been prominent in the manufacture of centrifugal pumping machinery and gasoline and steam engines,



NEWELL ALL-STEEL WIDE-TIRE WAGON.

races and cones made of special steel, with the temper drawn, so that they are very tough and will not chip or break under the most severe service.

The cage or retainer holding the rolls is made of the same general type as that used so successfully by this company for many years on its standard journal roller bearing. It consists of individual sockets or races, in which the ends of the rolls rest, and is made of solid steel, with the

tapered roller bearing, being absolutely the same size in all respects.

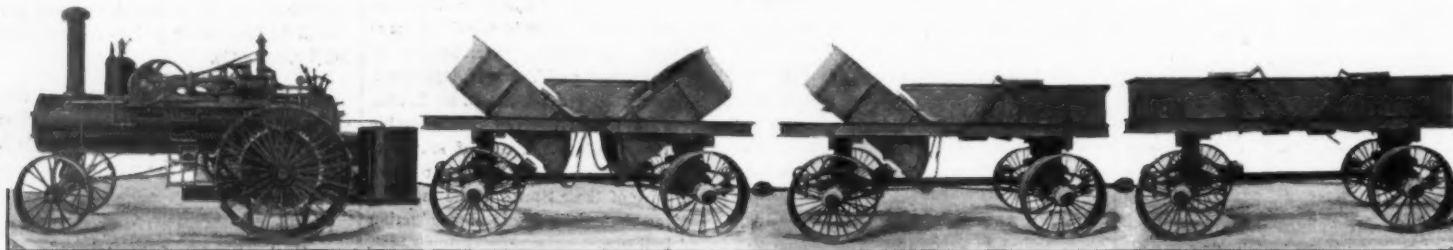
### Newell Hauling Cars and Logging Wagons.

A. T. Newell, Birmingham, Ala., has recently obtained letters patent on hauling cars and logging wagons. The hauling cars are especially adapted for handling materials in quantities on public roads in connection with traction engines.

timber from places where it is difficult or impossible to turn the wagon. For team or ox hauling an adjustable tongue is provided to be attached to either end of the wagon. Messrs. Newell & Allen, Birmingham, Ala., are sales agents for the Newell equipments.

### John T. Burriss & Son Metal Shingle.

Architects, contractors and others interested in improved shingles for building



NEWELL TRAIN; CAPACITY, 20 TO 24 CUBIC YARDS OF MATERIALS.

two ends securely riveted together by their special electric riveter, giving the strongest form of cage or retainer that can be devised, the hot riveting making the cage substantially solid or one-piece. It is impossible for it to twist or go out of shape, and as there are no small journals or pins on the rollers, it makes an exceedingly strong bearing.

An accompanying illustration represents a Newell train, and indicates the full dump, half dump and a car with body in position for loading. In building and repairing public roads these cars obviate difficulties attending the employment of such outfits. Generally speaking, country roads are narrow, and with many hauling cars it has been found impossible to make

purposes are advised of a new metal shingle invented by John T. Burriss & Son of Anderson, S. C. A special feature of this shingle is its locking arrangement. The locks holding the shingles together are constructed so as to obviate the difficulties caused by contraction and expansion due to a change in temperature or to green timber, thus preventing the buckling up of

and it offers standard equipments that have been largely used in the mining, milling, manufacturing, construction and numerous other industries. When the conditions to be met are not of the usual character, the Erie company is prepared to adapt its standard types of machines so as to fulfill the special requirements, or to build special machines if necessary. Erie pumps



are noted for their efficiency, economy and durability, which features exacting users have recognized. Herewith are three illustrations of Erie pumping equipment. Fig. 1 is a turbine pump with gasoline engine, a combination which will appeal to many buyers. Outfits of this type are made for all sorts of tank and pressure work. Fig. 2 is a portable dredging outfit, being a four-inch sand pump direct connected to

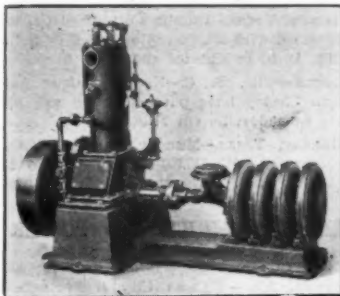


FIG. 1—ERIE PUMPING MACHINERY.

an Erie 12-horse-power four-cycle gasoline engine. This outfit has come into general favor with contractors. It can be used for pumping sand, pumping out flooded cellars, for sewer work; in fact, for any service where mud or grit is to be pumped. The engines are offered as consuming three-fourths of a pint of gasoline per horse-power per hour. No engineer is required. Simply start the engine and it

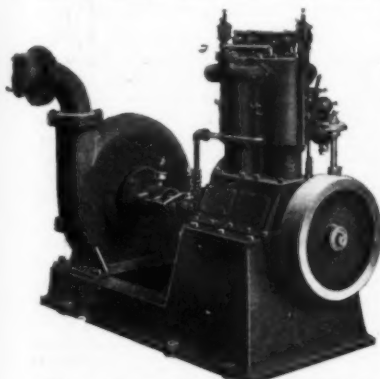


FIG. 2—ERIE PUMPING MACHINERY.

will run without any attention whatever except for an occasional oiling.

This outfit is built of first-class material and made for hard usage. It can be built in any size desired. Fig. 3 is a two-cylinder 30-horse-power stationary engine. This design is similar to the smaller size Erie marine and stationary engine, except that special attention has been paid to the bearings and oiling system. The crank

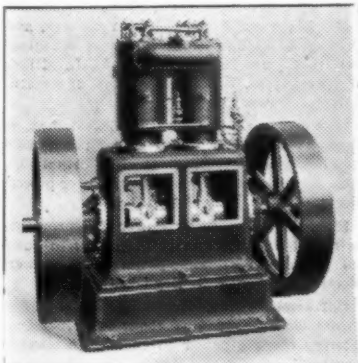


FIG. 3—ERIE PUMPING MACHINERY.

bearings are adjusted from the under side, with taper blocks keeping the center line of engine always in the same position. The liners are of bronze, and are removable. Great care has been taken in designing this engine to have the bearings large enough to take care of all strains.

Lubrication of the various moving parts is positive, being supplied from the main reservoir by a pump situated within the

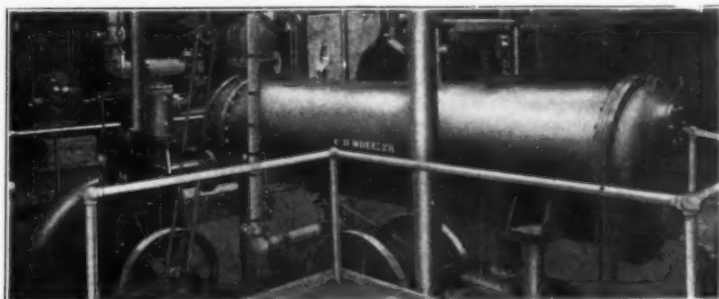
crank case, and operated by the same shaft. This pump delivers to the bearing a continuous flood of oil, which returns by gravity to the reservoir.

This engine is made with from one to four cylinders, and is suitable for all class of stationary work. Its close regulation and steady running make it particularly adaptable for operating generators, either belted or direct connected.

Detailed descriptions of all the Erie Pump & Engine Co.'s machinery are presented in catalogue F.

#### A Steam Turbine-Driven Paper Mill.

Just outside of Coatesville, Pa., in a little valley where fresh air and pure water are more easily secured than in a city, the



CONDENSER IN TURBINE-DRIVEN PAPER MILL.

Megargee Paper Mills of Philadelphia recently completed a mill for the manufacture of water-leaf paper for parchmentizing.

A brief description of the process should be interesting.

The rags, for only rags are used, arrive in bales weighing several hundred pounds each. These are partly broken up by hand and thrown into the "thresher," which resembles very much in appearance a grain thresher. This machine separates the rags and knocks out most of the dust, which is carried off by a suction draft.

From here the rags are carried on a canvas "apron carrier" to the "assorting-room." In this room women and girls pick over the rags and chop off the but-

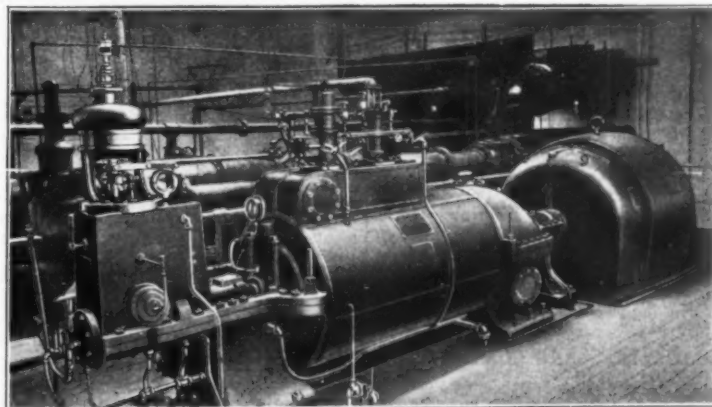
long, 8 feet in diameter, and arranged so as to revolve slowly during the boiling process. Each boiler holds 10,000 pounds of rags, besides the necessary mixture of water and chloride of lime, in which the rags are boiled for 12 hours under 40 pounds steam pressure. This starts or loosens very effectually the grease and coloring matter, so that upon arrival the original collection of vari-colored rags has changed to a uniform brown mass.

Next the rags go to the washing engines. There are six of these, each of 2000 pounds capacity, equipped with knives for grinding the rags into pulp. As illustrated herewith, these washing engines consist of a large annular tank, around which the pulp is forced unceasingly for nine hours.

All the time fresh water is running in and being drawn out through screens of wire cloth so closely woven that not even the finest pulp can pass through it. Also the knives are continually grinding and being set closer together, so that on leaving the washers the pulp is snowy white, and to the novice apparently fine enough for the rolls.

But it must be passed yet through the beaters, where for three hours it is cut finer; next through the Jordon engines, which reduce it to a fineness scarcely imaginable, before going to the real paper-making machines.

These machines, partly illustrated herewith, are made at Wilmington, Del., by the Pussey-Jones Company. Each one is



IN A TURBINE-DRIVEN PAPER MILL.

tons, buckles and other undesirable materials.

After inspection by the forewoman the rags go to the cutters, which contain two sets of blades, acting at right angles, so that the rags are chopped up into little squares about an inch wide and long.

Every act of handling and picking the rags is done over wire screens, through which an air blast sucks the dust away from the operatives. In this way the rooms are kept comfortable and not unhealthy.

The next operation is in the "duster," where a powerful blast of air takes out the last dust particles and prepares the rags for boiling.

There are three boilers, each 20 feet

about 100 feet long, 7 feet wide and 10 feet high, and contains besides a great many complicated devices for regulating the flow and spread of the pulp, 11 steam-heated rolls 6 feet wide and 48 inches in diameter.

The pulp flows in one end as a liquid and emerges from the other as finest finished parchment paper, rolled and ready for delivery. Each of the two machines has a capacity of 15,000 pounds of paper daily.

This is one of the first paper mills to be driven by a steam turbine. The turbine is of the Westinghouse-Parson type, 625 kilowatts capacity and direct connected to a 775-kilowatt alternating-current generator, 60-cycle, three-phase winding, and delivers power at 440 volts. It was built

by the Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa.

The thresher, boilers, washing engines, beaters, Jordon engines, pumps, fans, etc., are all motor-driven or driven from line shafts, which, in turn, are motor-driven with power received from this generator. The two paper machines each have their own steam engine, the exhaust steam from which goes to heat the rolls.

The efficiency of a steam turbine is, of course, largely dependent upon a good condensing apparatus, and this has here been secured with the C. H. Wheeler surface condenser, illustrated herewith. This condenser contains 2300 square feet of cooling surface; circulating water is supplied by a centrifugal pump direct connected to an 8x9-inch marine-type engine; the air pump is an 8x16x12-inch Mullin horizontal crank and flywheel, suction valveless type. The condenser outfit was built by the C. H. Wheeler Manufacturing Co. of Philadelphia, Pa. With an initial circulating water temperature of 74 degrees F. the condenser has maintained a vacuum of 28½ inches.

#### The "Arrow" Ventilator.

Herewith is illustrated the "Arrow" ventilator (on which a patent has recently been granted), manufactured by the Virginia Blower & Manufacturing Co., Inc., 14th and Dock streets, Richmond, Va. This ventilator involves the use of an auxiliary air chamber encircling the chimney cylinder. The wind, entering the wing compartments, is reversed upwardly and outwardly in the direction of the arrows, thereby inducing a draft upwardly



FIG. 1—THE "ARROW" VENTILATOR.

from the cylinder. The compression chamber edges are turned at such an angle as will discharge directly toward the center of the opening between the wind guard and cap, thereby giving the smoke or air a free opening without coming in contact with any surfaces tending to induce back pressure. The wings are not carried to the full height of the compression chamber because of the fact that it is necessary for the wind to circulate around the periphery of the cylinder, so that it may

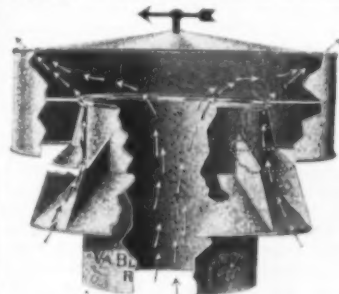


FIG. 2—THE "ARROW" VENTILATOR.

leave on the opposite side of the ventilator from which the wind is blowing.

The compression chamber, as shown with wings, is the feature wherein this ventilator is stated to differ from others, and, because of this feature, creates a draft independent of atmospheric conditions. This ventilator is adapted to mills, factories, shops and other buildings. Fig. 1 is an outside view and Fig. 2 a sectional view of the "Arrow" ventilator.

# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company, or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

## BRIDGES, CULVERTS, VIADUCTS

El Reno, Okla.—Chicago, Rock Island & Pacific Railway contemplates, it is reported, to enlarge culverts at El Reno in vicinity of proposed drainage canal from two-span to four-span, and also to build new culverts. J. B. Berry, Chicago, Ill., is chief engineer. (See "Miscellaneous Construction Work.")

Granbury, Texas.—Hood county has voted \$20,000 bonds to replace bridges destroyed by storm. Address Hood County Commissioners.

Havre de Grace, Md.—Havre de Grace & Perryville Bridge Co. is endeavoring to complete arrangements for proposed reconstruction of P., W. & B. Railway bridge into a highway bridge; span connects Havre de Grace and Perryville, across Susquehanna river; cost of improvements estimated at \$70,000. Secretary of War has not yet given his approval of company's plans to reconstruct this bridge.

Maryville, Mo.—Nodaway county has voted \$75,000 bridge-repair bonds. Address County Commissioners.

Milan, Mo.—Milan Bridge Co. incorporated with \$10,000 capital stock by J. A. Young, A. L. Brown, Charles H. Morris and others.

Nashville, Tenn.—Nashville, Chattanooga & St. Louis Railway, H. McDonald, chief engineer, Nashville, will construct bridge over Harpeth river near Pegram, Tenn., and another over Elk river near Fayetteville, Tenn.; old bridge over Harpeth river will be taken down, strengthened and re-erected over Elk river; new bridge over Harpeth river to be iron and concrete and consist of two spans; each structure will be about 222 feet long; aggregate cost \$20,000; contract awarded to Louisville Bridge & Iron Co., Louisville, Ky.

Ocala, Fla.—Marion county will construct steel bridge across Ocklawaha river at Sharp's ferry and Moss Bluff ferry; bids will be opened September 9; architects, Austin Bros., Atlanta, Ga.; S. T. Sistrunk, clerk Board of County Commissioners. (See "Machinery Wanted.")

Snyder, Texas.—Scurry county has voted \$70,000 of bridge and road bonds. Address County Commissioners.

Tampa, Fla.—City will vote in October on bond issue of \$600,000 for widening Lafayette-street bridge, etc. Address The Mayor. (See "Water-works.")

Tampa, Fla.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., awarded contract to Phoenix Bridge Co., Phoenixville, Pa., for construction of steel lift bridge connecting Grassy Island with mainland, and to V. M. Johns, Portsmouth, Va., for approaches; steel portion will be 187 feet long, and when lifted will leave clear channel 150 feet wide for passage of vessels. (See "Railway Shops, Terminals, Roundhouses, etc.")

Vernon, Texas.—Mitchell & Pigg of Vernon have contract to construct wagon bridge across Pease river at \$23,500; suspension type.

## CANNING AND PACKING PLANTS

Fort Worth, Texas.—Case Packing Co., recently reported incorporated, has organized with \$20,000 capital stock; F. D. Hill, president; W. E. Case, vice-president and treasurer; H. B. Cerveney, secretary; will erect suitable buildings; main building 50x100 feet; cement walls; combination construction; cost \$5000; machinery, including steam boilers, direct expansion, steam rendering, etc., to cost \$5000; capacity five carloads.

Huntsville, Ala.—Huntsville Canning Co. incorporated with capital stock of \$15,000 by J. H. Ballentine, H. J. Newland, R. E. Spragins and others.

Swan, Texas.—Alf Lewis and associates contemplate installation of canning plant for fruit.

## CLAYWORKING PLANTS

Baltimore, Md.—Fire Brick.—Baltimore Retort & Fire Brick Co. will rebuild plant reported burned at a loss of about \$100,000; new buildings will probably be one story high, covering three acres, of concrete or sheet iron; L. N. Rancke, general manager, Hull and Nicholson streets.

Farmville, Va.—Clay Materials.—Virginia Clay & Material Co. is reported as to build another plant; president's offices at 917 Betz Building, Philadelphia, Pa.

Fort Payne, Ala.—Fire Brick.—Ladd Fire Brick Works contemplate installing machinery to double present capacity—50,000 to 75,000 daily. (See "Machinery Wanted.")

Helena, Ark.—C. W. Raymond Company, Dayton, Ohio, is, it is reported, considering establishment of clay-products plant at Helena.

Meridian, Miss.—Pottery.—Board of Trade is corresponding with Ohio manufacturers relative to establishing plant for manufacturing pottery.

Oklahoma, City, Okla.—Tile.—Ford & Dunn Strenolth Tile Co. organized with \$150,000 capital stock; Archibald Dunn, president; F. R. Foard, vice-president; C. O. Burge, secretary and treasurer; has purchased 34 acres of land and has had plans prepared by H. M. Kingsley, Oklahoma City, for two wooden buildings, 30x20 and 50x100 feet; cost \$3000; machinery, including mixer, molds, steam engines, boiler, etc., to cost \$6000; capacity, three to five cars daily.

## COAL MINES AND COKE OVENS

Dallas, Texas.—Texas Briquette Fuel Co. will be organized with capital stock of \$50,000 to build plant for manufacturing coal briquettes; hourly capacity to be 10 tons; will manufacture after formula patented by A. M. Mannewitch. Mr. Mannewitch, Wm. M. Jones, 414 Slaughter Building, and associates are the organizers. (See "Machinery Wanted.")

Drakesboro, Ky.—Elk Valley Coal Co., J. M. Thompson, general manager, will erect buildings to cost \$15,000 in connection with mining developments; has purchased machinery; daily output, 1000 tons of coal.

Fairmont, W. Va.—Lambert Run Coal Co. will, it is reported, develop new mines near Fairmont.

Lexington, Ky.—Hughes-Frazier-Foreman Coal Co. incorporated with \$5000 capital stock by J. Tandy Hughes, R. W. Frazier, T. Vernon Foreman and Mrs. Ella D. Frazier.

Midland, Texas.—J. H. Adams, J. R. Dexter and F. L. Coffman of the Indianola Trust Co., Ardmore, Okla., have, it is reported, purchased for development 136,900 acres of coal lands near Midland from J. B. Aiken of Midland; tract said to extend 60

miles in Rio Grande valley and purchase price reported at \$500,000.

New Orleans, La.—Crescent City Coal Co. incorporated with \$25,000 capital stock; R. James Billings, president; Joseph A. Bisso, vice-president; Josh F. A. Williams, secretary-treasurer.

Pennington Gap, Va.—Kenvir Coal & Coke Co. incorporated with \$50,000 capital stock; W. J. Callison, president; W. S. Callison, vice-president, both of Middlesboro, Ky.; J. E. Callison, secretary-treasurer, Pennington Gap.

Sargent, Ky.—Mineral Development Co., Philadelphia, Pa., has, it is reported, purchased for development 3000 acres of coal land along Mill creek and Rockhouse fork.

## CONCRETE AND CEMENT PLANTS

Ashland, Ala.—Ashland Oil Mill & Fertilizer Co. will install plant for manufacturing concrete blocks. (See "Machinery Wanted.")

## COTTON COMPRESSES AND GINS

Asher, Okla.—Farmers' Union Co-operative Gin Association incorporated with capital stock of \$10,000 by C. E. Hutcheson, C. C. Harrison and H. H. Lowther.

Bessemer City, N. C.—Bessemer Ginning Co. incorporated with \$25,000 capital stock; R. C. Ormand, president; W. L. Ormand, treasurer; C. E. Whitney, secretary; will erect ginhouse; capacity 50 bales; ordinary construction; cost of building \$1000; cost of machinery \$1500.

Bonita, La.—Bonita Gin Co. will build cotton gin with capacity of 3000 to 4000 bales per season; plant to cost \$12,000, and erection of buildings has begun; T. F. Hutchinson, president.

Caruthersville, Mo.—Union Gin Co. incorporated with capital stock of \$5000 by S. S. Markey, C. L. Wilkes, G. A. Tistadt and others.

Huntsville, Ala.—Richmond Oil Co., Chattanooga, Tenn., will erect cotton gin and warehouse at Huntsville.

Lott, Texas.—Lott Ginning Co. incorporated with capital of \$1500 by W. R. Peters and others.

Mexia, Texas.—Farmer & Brown Gin Co. incorporated with capital stock of \$7000 by T. F. Farmer, J. D. Brown and H. C. Bluhm.

Ocala, Ga.—Irwin County Warehouse & Gin Co. incorporated with \$10,000 capital stock by Warren Fletcher, George Mixon, J. N. Gibbs and others.

Odenville, Ala.—B. Ewing will establish steam gin; capacity, 30 bales per day; buildings to be of galvanized iron; cost \$8000; machinery, consisting of three-70-saw outfit, to cost \$4000; bids for machinery to be opened September 1. (See "Machinery Wanted.")

San Angelo, Texas.—George Hagelstein will build two cotton gins as reported lately; gasoline engines for power; machinery for plants to cost \$6500 and \$8000; daily capacities to be 30 and 20 bales.

Swan, Texas.—Alf Lewis and associates will build cotton gin.

Tuscaloosa, Ala.—Crescent Gin & Fertilizer Co. organized by A. E. Bell, R. K. Bell and others; will build cotton gin and manufacture fertilizers.

Williamston, S. C.—Williamston Oil Mill, J. C. Duckworth, manager, will build gin-house 65x42 feet and install eight 70-saw gins, with daily capacity of 100 bales of cotton; construction of building has begun and contract for machinery awarded.

## COTTONSEED-OIL MILLS

Eldorado, Ark.—Eldorado Oil Mills & Fertilizer Co., recently reported incorporated with \$32,000 capital stock, has organized with R. W. Henderson president, M. C. Stockbridge vice-president and general manager, C. H. Murphy secretary and treasurer; has established plant; capacity of mill, 60 tons cottonseed and 100 tons of fertilizer.

Galveston, Texas.—New Orleans Export Co. will expend about \$30,000 in improvements to Pier 38 of the Wharf Company; new equipment will be installed for grinding and sacking cottonseed cake, including five additional cake packers, three grinding machines and five bolting machines, enabling company to grind and sack 200 tons of cake every 24 hours; machinery will be electrically operated by individual-motor system, and

Brush Electric Light & Power Co. is expending about \$6000 to facilitate transmitting power to pier. H. Guldman is in charge at Galveston.

Graham, Texas.—Graham Cotton Oil Co. incorporated with \$45,000 capital stock by R. L. Heflin, C. B. Dorchester and N. B. Birge.

Hamlin, Texas.—Hamlin Cotton Oil Co. incorporated with \$55,000 capital stock by R. L. Heflin, C. B. Dorchester and N. B. Birge.

Lowndesville, S. C.—E. W. Harper and Erwin Cleckly have purchased and will operate Lowndesville Oil Mill.

Munday, Texas.—Munday Cotton Oil Co. incorporated with \$15,000 capital stock by R. L. Heflin, C. B. Dorchester and N. B. Birge.

## ELECTRIC-LIGHT AND POWER PLANTS

Arcola, Mo.—Kansas City & Springfield Southern Railway, C. C. McFann, general manager, Nevada, Mo., will build electric-power plant at Arcola.

Argenta, Ind. Station, Little Rock, Ark.—City has received bids for purchase of about \$12,000 worth of machinery for municipal electric plant, including one 150-kilowatt engine-driven alternator and one 75-kilowatt street-railway generator, coupled to 125-horsepower motor. Address Mayor Faucette.

Arkadelphia, Ark.—Arkadelphia Electric Light Co. incorporated with \$25,000 capital stock; J. W. Wilburne, president; H. S. Hartzog, vice-president; N. D. Hule, treasurer; has purchased and will operate electric plant of Wilson Water & Electric Co.

Augusta Springs, Va.—Augusta Springs Tanning Co. awarded contract to Snyder & Sheets, Staunton, Va., for wiring and installing of electric-light plant at tannery.

Carthage, Mo.—Empire Electric Power & Supply Co., R. J. Chadlin, secretary, has purchased and will develop water-power properties near Carthage; will construct three-phase transmission line to supply electricity and install water-wheels and alternators.

Chickasha, Okla.—The Public Service Co. incorporated with \$10,000 capital stock by Thurman H. Williams and Alphonso C. Crose of Chickasha and C. Townsend Blake of Trenton, N. J.

Columbia, S. C.—Central Carolina Power Co. is understood to be planning immediate construction of plant previously reported; contemplates construction of dam 30 feet high, forming, with power-house, a concrete structure 1400 feet long; power-house installation to include six hydro-electric units, each consisting of four 48-inch turbine wheels mounted on a single shaft direct connected to 2000-kilowatt generator. Company's development is at Turbett shoals, on Broad river, 15 miles above Columbia, and is to transmit 15,000 horse-power by electricity to Columbia, Newberry and Winsboro. A. B. Leach & Co., 149 Broadway, New York, are financing company. They telegraph the Manufacturers' Record that date for opening construction and machinery bids will be decided later and developments will cost \$1,850,000. Viele, Blackwell & Buck, New York city, and Pressey & Weller, Hibbs Building, Washington, D. C., are the engineers. H. L. Milner of Washington, D. C., is president of Central Carolina Power Co.

Cuero, Texas.—Buchel Electric Co. has, it is reported, awarded contract for reconstruction of power-house, renewal of penstocks, etc., for resuming operation of water-power electric plant.

Elba, Ala.—Pea River Power Co., previously reported, is said to be preparing to build its proposed 3000-horse-power water-power electric plant. H. D. Boyd is treasurer.

Galveston, Texas.—Brush Electric Light & Power Co. is expending about \$6000 in transmitting electric power to Pier 38 to operate plant of New Orleans Export Co. (See "Cottonseed-oil Mills.")

Gurley, Ala.—City has granted franchise to Fred A. Howe, Huntsville, Ala., to establish electric-light and power plant at Gurley.

Lagrange, Ga.—City has had plans prepared for addition to present plant; 60x80 feet; daily capacity 450 horse-power; contract for machinery awarded; cost of buildings \$4000; J. R. Block, superintendent. (Lately mentioned.)

San Angelo, Texas.—Al Reynolds is reported as to build electric-light plant.

Sherman, Texas.—City is considering election for voting on issuance of \$15,000 of bonds



for improvement of electric-light plant. Address The Mayor.

Somerset, Ky.—Chicago and Louisville capitalists will, it is reported, purchase franchise of Somerset Water, Light & Traction Co. and make improvements to system.

Tuscaloosa, Ala.—City Electric Co. incorporated with \$5000 capital stock by Arthur Laycock, J. F. Alston, W. T. Ozement and Eugene Beatty.

Zebulon, N. C.—Meldrum Chemical & Engineering Co. plans to install electric-light plant and water-works.

## FLOUR, FEED AND MEAL MILLS

Augusta, Ga.—N. L. Willet Seed Co. incorporated with capital stock of \$35,000 by Nathaniel L. Willet, John Phinizy and William B. Marks, to deal in seeds, manufactured animal feeds, etc.

Augusta, Ga.—George C. Carpenter is arranging to establish mill for manufacturing stock feed, cornmeal, grits and wheat flour.

Charlottesville, Va.—Lovegrove Milling & Feed Co., recently reported incorporated with \$25,000 capital stock, will take over and enlarge plant of Acme Corn & Feed Co.; J. W. Lovegrove, president.

Cumberland, Md.—Deal Milling Co. will rebuild flour mill reported destroyed by fire; fireproof; cost about \$12,000; cost of machinery \$100,000.

Tyty, Ga.—R. T. Ford will build grist mill.

## FOUNDRY AND MACHINE PLANTS

Atlanta, Ga.—Blowpipes, etc.—Atlanta Blowpipe & Manufacturing Co. has reorganized as Standard Blower & Metal Manufacturing Co.; capital stock has been increased and new machinery is being installed; S. L. Rich, president and treasurer; H. J. Hinchey, vice-president and general manager; J. H. Drewry; secretary; J. W. Hinchey, assistant general manager.

Chelsea, Okla.—Pipe.—Cherokee Pipe Co. incorporated with \$30,000 capital stock by William Capp, W. P. Todd and F. M. Scott.

Houston, Texas—Stoves.—E. H. Holliday, Knoxville, Tenn., contemplates establishment of stove foundry in Houston with capacity of 30 stoves and two tons of miscellaneous castings; machinery to be operated by 25-horse-power gasoline engine; total investment about \$25,000.

Jonesboro, Ark.—Bollers.—Chas. Buran and J. C. Manson of Hamilton, Ohio, are, it is reported, organizing company to establish boiler works at Jonesboro.

Lafayette La.—Machine Shop.—Southwestern Louisiana Industrial Institute, E. L. Stephens, president, contemplates erection of machine shop.

Mobile, Ala.—Iron Foundry.—Henderson Iron Works incorporated with \$5000 capital stock; Frank D. Henderson, Crichton, Ala., president and manager; William T. Henderson, Mobile, secretary.

New Orleans, La.—Foundry, etc.—New Orleans Iron & Foundry Co., recently incorporated with capital stock of \$300,000, has purchased plant of Schwartz Foundry Co. at \$216,000. Address new company care of Gustave Lerner.

Rome, Ga.—Pipe Valves.—Standard Scale Co. will, it is reported, establish \$35,000 addition for the manufacture of pipe valves.

St. Louis, Mo.—Vacuum Cotton-picking Machines.—The Vacuum Cotton Picking Machine Co., mentioned last week, has not decided on location or plans for its proposed plant to manufacture cotton-picking machines; will establish plant in South and invites proposition from cities desiring its location; will also undertake manufacture of machinery for housecleaning marketed by General Compressed Air & Vacuum Machinery Co. Company does not now want correspondence as to machinery equipment and materials; John S. Thurman, 4419 Olive street, president of both companies.

Texarkana, Ark.—Freight and Logging Cars.—Cobb Car Co. of Lake Charles, La., is reported as contemplating establishment of plant at Texarkana; manufactures freight and logging cars and cabooses.

Zebulon, N. C.—Machine Shop.—Meldrum Chemical & Engineering Co. will build machine shop. (See "Miscellaneous Enterprises.")

## GAS AND OIL DEVELOPMENTS

Chelsea, Okla.—Cherokee Pipe Line Co. incorporated with \$30,000 capital stock by Fred M. Scott, Chelsea; William Copp, Nowata, Okla.; W. D. Todd, Warren, Pa., and others.

Claremore, Okla.—Old Glory Coal, Oil & Gas Co. incorporated with \$50,000 capital stock by A. F. Lee, H. Tom Kight, both of

Claremore, and Thomas D. Bard, Sr., Chelsea, Okla.

Clarksburg, W. Va.—Lafayette Oil Co. incorporated with capital stock of \$25,000 by W. W. Showalter, A. C. Villers and others.

Henrietta, Texas.—Palmer Oil Co. incorporated with capital stock of \$4500 by J. B. Dale, W. H. Myers, K. N. Haggood and others.

Henry, W. Va.—Mt. Pisgah Oil & Gas Co. incorporated with capital stock of \$50,000 by H. B. Davenport, T. B. Stevenson, H. M. Young and others.

Holdenville, Okla.—Laura Oil & Gas Co. incorporated with capital stock of \$15,000 by H. W. Wilson, H. B. Gooch and H. C. Rankin.

Holdenville, Okla.—Plummer Oil & Gas Co. incorporated with capital stock of \$5000 by H. W. Wilson, H. C. Rankin and H. B. Gooch.

Houston, Texas.—Ella B. Oil Co. incorporated with \$10,000 capital stock by E. B. Anderson, W. B. Franklin, E. Gibson and others.

Marshall, Texas.—Marshall Gas Co. incorporated by Frederick S. Johnston, Dallas, Texas, and others to pipe natural gas from Caddo fields to Marshall, a distance of 23 miles.

Parkersburg, W. Va.—Pennawa Oil Co. incorporated with capital stock of \$50,000 by J. M. McCormick, W. H. Carter, George P. Morgan and others.

Shreveport, La.—Richardson Oil Co. incorporated with \$70,000 capital stock; D. C. Richardson, president; J. B. Chipman, vice-president and secretary; D. C. Richardson, Jr., treasurer.

## ICE AND COLD-STORAGE PLANTS

Bartlett, Texas.—E. L. Hardin contemplates erection of ice plant.

Fort Smith, Ark.—Hugo A. Koehler will, it is reported, expend \$12,000 for erection of building for cold-storage plant reported recently.

Ocala, Fla.—Ocala Manufacturing Co. expects to increase capacity of ice plant by 25 or 40 tons. (See "Machinery Wanted.")

Parkersburg, W. Va.—Parkersburg Ice Co., R. Wild, president, will rebuild ice plant reported destroyed by fire; loss \$125,000; T. M. Vaughan, engineer in charge.

Waynesville, N. C.—Waynesville Ice & Cold Storage Co. incorporated with capital stock of \$12,000 by Walter Hawk and S. M. and J. W. Killiam.

## IRON AND STEEL PLANTS

Cumberland, Md.—Steel Castings.—Daniel William is negotiating with Board of Trade relative to establishment of steel-castings plant.

Roanoke, Va.—Iron Furnace.—West End Furnace Co. has completed improvements previously reported and other betterments, costing about \$100,000; has practically rebuilt and re-equipped stack, making it entirely new with exception of shell; has refined stoves, installed new bosh and hearth jackets, new tuyere breast, new condensers and heater, etc.; daily capacity, 150 tons; resumes manufacturing August 15.

## LUMBER-MANUFACTURING PLANTS

Berkley, Va.—Berkley Box Co., L. H. Swan, president, will rebuild plant reported damaged by fire; capacity, 12,000 shooks per day.

Cleburne, Texas.—Ford-Osborn Lumber & Mill Co., referred to last week, has established temporary plant at Dallas, Texas. (See "Dallas, Texas.")

Dallas, Texas.—Ford Osborn Lumber Co. of Cleburne has purchased Grossman Company's plant at Dallas and converted it into planing mill; Sam R. Weems, engineer in charge, 52 Bellview street, Dallas.

Doucette, Texas.—Thompson Bros. Lumber Co. has had plans prepared by F. A. Badstuber, Doucette, for double band mill, recently mentioned; ordinary construction; daily capacity 100,000 feet; cost \$80,000.

Howell, W. Va.—C. D. Moore will rebuild sawmill, reported burned.

Iberia Parish, La.—Albert Hanson Lumber Co., Abbeville, La., has purchased timber lands in Iberia parish and will dredge canal three miles long for removing timber to mill.

Jacksonville, Fla.—George L. Drew, president Drew Lumber Co.; C. B. Rogers, president Consolidated Lumber Co.; W. P. Corbett, all of Jacksonville, and J. G. Boyd, president Florida Turpentine Producers' Association, Bartow, Fla., have been appointed to promote organization of naval-stores com-

pany with capital stock of from \$1,500,000 to \$2,000,000.

Morgan City, La.—Jeanerette Lumber Co., Jeanerette, La., has, it is reported, purchased 120 acres of timber land near Morgan City and will establish sawmill.

Murfreesboro, Tenn.—Perkins-Crichlow Company incorporated with \$30,000 capital stock by D. P. Perkins, Charles F. Perkins, Thos. H. Crichlow and others.

Roans Prairie, Texas.—Ackerman Sawmill Co. incorporated with capital stock of \$10,000 by Jno. M. Ackerman, John H. Gudger and H. W. Gudger.

Suffolk, Va.—Montgomery Lumber Co. has, it is reported, optioned for development 44,000 acres of timber land in Dismal Swamp; purchase price to be \$450,000.

Swanton, Md.—Oss Bros. will rebuild lumber mill reported destroyed by fire; loss about \$5000.

## MINING

Asheville, N. C.—Mica.—Cherryfield Mica Co. incorporated with \$26,000 capital stock by W. E. Logan, H. A. Brown and Henry B. Stevens.

Carthage, Mo.—Over Yonder Mining Co. incorporated with capital stock of \$50,000 by A. K. Benclari, Wm. B. Clark and John W. Durby.

Holladay, Va.—Sulphur.—Spottsylvania Sulphur Mines Co. organized to develop sulphur deposits, but has not decided as to character and cost of buildings and machinery; Jas. B. Elam, president, Richmond, Va.; Jno. M. Holladay, general manager and engineer in charge, Holladay, Va. (Mr. Holladay referred to last week under Spottsylvania, Va.)

Independence, W. Va.—Glass Sand.—Irvington Mineral Co., recently reported incorporated with \$25,000 capital stock, will crush glass sand from rock; plant will have initial capacity of two to four cars daily, and company expects to begin installation within 30 days; equipment includes crusher, screen, rolls and washing and drying machinery; cost of machinery and buildings at first, about \$5000; J. M. Senseman, president; C. N. Dotson, vice-president; J. P. Senseman, secretary-treasurer; J. N. Irving, superintendent; office at Parkersburg, W. Va. (See "Machinery Wanted.")

Joplin, Mo.—Anyka Mining Co. incorporated with capital stock of \$150,000 by Fred A. Brown, Robt. K. Pitkin and John H. Robertson.

Kinston, N. C.—Lime.—Beaver Creek Lime Co., recently reported incorporated (under "Miscellaneous Manufacturing Plants") with \$125,000 capital stock, will develop oyster-shell rock deposits and contemplates producing 50 tons per day of powdered rock, together with burned or carbonated lime, mainly for agricultural purposes; equipment includes power crusher, grinder and conveyors. Address company, care of C. H. Foy, Kinston. (See "Machinery Wanted.")

Muskogee, Okla.—Bear Drilling Co. incorporated with \$25,000 capital stock by Arnold P. Boyd, Ivan L. Tilden of Muskogee and Sam McKittrick, Tulsa, Okla.

North Carolina—Mica.—Standard Mica Co. of North Carolina incorporated with capital stock of \$50,000 by B. S. Mants, Robert R. Thien and others of Jersey City, N. J.

Taylor County, W. Va.—Glass Sand.—J. R. Irving, Clarksburg, W. Va., purchased and will develop 290 acres of land in Taylor and Preston counties containing glass-sand deposits.

White Sulphur Springs, Ga.—Gold.—Messrs. Campbell, Baur and others of New York have purchased Curhahee mines property from C. A. Lilly of Gainesville, Ga., and will, it is reported, install \$200,000 smelting plant for working the gold ores of the property.

## MISCELLANEOUS CONSTRUCTION WORK

Baltimore, Md.—Timber Piers.—Sanford & Brooks Company, Walter B. Brooks, president, 24 Commerce street, Baltimore, have contract at \$49,216 to erect two pile and timber piers, known as piers 7 and 8; No. 7 to be 100x600 feet and No. 8 to be 130x500 feet; O. F. Lackey, Harbor Engineer. (Recently mentioned.)

Chattanooga, Tenn.—Heating and Ventilating.—J. B. Brown, superintendent of county schools, will open bids on August 28 for heating and ventilating three school buildings. (See "Machinery Wanted.")

El Reno, Okla.—Canal.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., city of El Reno and probably Canadian county will jointly construct drainage canal from Lake Reno to

river; railroad company proposes, it is reported, to enlarge culverts from two-span to four-span and also to erect new culverts.

Fort Sumter (not a postoffice), S. C.—Wharf.—Jos. T. Davidson, Quartermaster, Fort Moultrie, S. C., will receive bids until September 14 for constructing wooden wharf and approach at Fort Sumter; certified check for \$25 required to secure plans; information on application.

Greenville, Miss.—Levee.—Rouch & Stansell, Memphis, Tenn., have contract at about \$75,000 for 200,000 yards of levee work on Mississippi river; Clarke L. Smith, Captain, Engineers. (Recently mentioned.)

Hill City, Tenn.—Heating Plant.—Bids will be opened August 24 by J. B. Brown, secretary Board of Education, for installing heating system in "Old Normal College;" plans and specifications on file at office of architect, R. H. Hunt, James Building, Chattanooga, Tenn. (See "Machinery Wanted.")

Iberia Parish, La.—Canal.—Albert Hanson Lumber Co., Abbeville, La., will dredge canal three miles long. (See "Lumber-Manufacturing Plants.")

Moyock, N. C.—Drainage.—R. O. Bagley and associates contemplate arranging for drainage of 40,000 to 60,000 acres of swamp lands; have not decided on machinery or other details. (See "Machinery Wanted.")

New Orleans, La.—Drainage Canal.—Bayou Terre-aux-Boeufs Drainage District Commissioners have voted \$100,000 bonds for construction of drainage and irrigation canal.

Riverton, Ala.—Concrete Walls, etc.—Major William W. Harts, U. S. Engineer, Nashville, Tenn., has recommended for acceptance bid of \$13,017 by Evans Bros. Construction Co., Birmingham, Ala., for construction of 290 cubic yards of concrete walls and floors, 540 linear feet of drains, 210 square yards of concrete walks, two brick dwellings, brick storehouse and two cisterns at Colbert Shoals Canal Lock near Riverton.

Sulphur, La.—Canal.—Union Sulphur Co., John H. Henning, assistant manager, will, it is reported, complete canal connecting mines with Sabine river, distance of 16 miles, for purpose of shipping product to Sabine river by barges, thence down river and through Sabine Lake canal to Sabine Pass, where it will be loaded on vessels for export; canal was projected several years ago and about two miles have been completed; as originally planned it will have depth sufficient for boats drawing six feet of water. Company has awarded contract to the Bucyrus Company, South Milwaukee, Wis., for hydraulic dredge, of shovel type, which will have capacity for moving 300,000 cubic yards of dirt per month; barge, now being constructed at Sulphur, will be 120 feet long, 40 feet wide and 9 feet deep; dredge completed will cost about \$110,000.

Vicksburg, Miss.—Landing.—City is considering plans for construction of high-water landing on Levee street and building of driveways and storage spaces along landing. Address The Mayor.

Washington, D. C.—Heating System.—Department of Interior, Jesse E. Wilson, acting Secretary, Washington, D. C., will open proposals August 31 for installation of additional heating system for Freedmen's Hospital and Howard University. (See "Machinery Wanted.")

## MISCELLANEOUS ENTERPRISES

Bristol, Va.—Hardware.—Mitchell-Powers Hardware Co. incorporated with capital stock of \$75,000; J. D. Mitchell, president; H. P. Young, vice-president; H. W. Powers, treasurer.

Atlanta, Ga.—Electrical Apparatus.—Southern Light Improvement Co. incorporated with capital stock of \$10,000 by Frank S. Westbrook, Chas. L. Van Noppen and C. E. Bullock.

Augusta, Ga.—Printing, etc.—Wolfe & Lombard Company incorporated with \$20,000 capital stock by F. A. Wolfe, R. O. Lombard, E. E. Vaughn and others.

Baltimore, Md.—Umbrella Factory.—William H. Beebler, 222 West Lexington street, will have plans prepared by Theodore Wells Pietsch, American Building, Baltimore, for proposed improvements to 4-story store building, 17x100 feet, at 222 West Lexington street; plans will call for new ornamental glazed terra-cotta front; crystal plate-glass show windows, trimmed with copper fascia and wrought iron; terrazzo and marble to be used on first floor; quartered-oak fixtures; hydraulic elevator; incandescent electric lighting; steam heating; cost \$5000.

Chickasha, Okla.—Chickasha Extension & Improvement Co. incorporated with \$30,000 capital stock by D. D. Seyer, B. B. Bridges, J. R. Sparks and others.

Craigsville, Va. — Land Developments. — Craigsville Development Co. incorporated with capital stock of \$20,000; E. S. Ryan, president; H. S. Shuey, secretary-treasurer.

Edgemont, P. O. Heber, Ark. — Land Improvement. — Edgemont Improvement Co. incorporated with \$5000 capital stock; E. T. S'andfield, president; J. M. Smith, vice-president and treasurer; J. Ash, secretary.

Edgerley, La. — Land Development. — Pine Ridge Plantation Co. organized with \$45,000 capital stock; H. F. Stout, president; D. S. Brown, secretary and treasurer, both of Geneva, Ill.; to develop 960 acres of land near Edgerley for rice, fruit, grain and vegetable cultivation.

Greensboro, N. C. — Garage. — American Motor Co. incorporated with capital stock of \$25,000 by H. L. Hopkins, L. B. Hopkins and J. C. Watkins.

Jacksonville, Fla. — Land Development. — Lake Land & Agricultural Co. organized with \$25,000 capital stock; Francis P. Fleming, president; Albert H. Mickler, vice-president; William L. Sperring, secretary and treasurer.

Markham, Texas. — Supplies. — Walker Supply Co. incorporated with \$10,000 capital stock by G. R. Burke, G. E. Miller, F. C. Miller and others.

Memphis, Tenn. — Land Improvement. — Divine-Hill Land Co. incorporated with capital stock of \$15,000 by T. A. Divine, J. M. Hill, J. H. Smith and others.

Montgomery, Ala. — Lumber. — N. & B. Lumber Co., reported last week incorporated with \$20,000 capital stock, will not manufacture, but will wholesale lumber; W. A. Neal, president.

Nashville, Tenn. — Grain Elevator. — Kendrick-Ross Grain & Elevator Co., recently mentioned to establish sacking plant, etc., will build grain elevator 36x42 feet, with capacity of 60,000 bushels; warehouse 42x60 feet, with capacity of 10 cars; mill construction; wood elevators; capacity of plant, 100,000 bushels per day; equipment includes clipper, cleaner and dust collector; cost of elevator machinery, \$5000; estimated cost of buildings, \$25,000; Burrell Engineering & Construction Co., 108 LaSalle street, Chicago, Ill., is architect and contractor.

New Orleans, La. — Fruit Importing. — Bocas del Toro Planting Co. incorporated with capital stock of \$30,000 by Victor Camors of Mobile, Ala.; T. D. Nettles and George Fitzgerald of New Orleans.

Oklahoma City, Okla. — Printing. — Oklahoma Job Printing Co. incorporated with \$10,000 capital stock by R. Q. Blakeney, Charles W. Byers and L. I. Beede.

Pacolet, S. C. — Hardware. — Citizens' Hardware Co. incorporated with capital stock of \$25,000; Baxter Grenoble, president.

Roanoke, Va. — Abattoir. — F. E. Brown proposes to build abattoir.

Shreveport, La. — Publishing. — Times Publishing Co. has been organized with capital stock of \$50,000; Robert Ewing, editor of New Orleans States, New Orleans, La., president; W. C. Chevis, vice-president; A. W. Brown, secretary and treasurer; to continue publication of Shreveport Times.

St. Louis, Mo. — Coffee Mills. — Johnson-Allen Coffee Co. incorporated with capital stock of \$75,000 by W. L. Allen, Ben H. Johnson and David Biggs.

St. Louis, Mo. — Electrical Supplies. — National Electric Co. incorporated with capital stock of \$10,000 by Robt. C. Carr, Roland H. Robinson and others.

Wheeling, W. Va. — Plumbers' Supplies. — Trimble & Lutz Supply Co. incorporated with capital stock of \$300,000 by T. C. Hornbrook, Harry A. Ebbert, Geo. Hook and others.

Wheeling, W. Va. — Glass Tumblers. — C. W. Rodefer will install machinery for manufacturing glass tumblers.

Winston-Salem, N. C. — Mill Supplies. — Winston Mill Supply Co. incorporated with \$30,000 capital stock by L. A. Vaughan, T. E. Raglan, T. R. Pepper and W. M. Vaughan.

Zebulon, N. C. — Engineering, etc. — Meldrum Chemical & Engineering Co. incorporated with capital stock of \$50,000 by Archibald Meldrum and others; to act as general engineer, succeeding Mr. Meldrum, and build machine shop and chemical laboratory.

## MISCELLANEOUS MANUFACTURING PLANTS

Augusta, Ga. — Acid Phosphate. — Germofort Manufacturing Co. of Charleston, S. C., will, it is reported, build acid-phosphate plant at Augusta.

Baltimore, Md. — Metal Ceilings. — Baltimore Metal Stamping & Manufacturing Co., recently incorporated, will erect fireproof building 34x205 feet and install machinery

for manufacturing metal ceilings and similar product; W. F. Betzel, president; J. G. Rupp, secretary; W. H. Chase, treasurer; offices at 429 North High street; engineers in charge, Meyer & Moran, North Holliday street, Baltimore. (See "Machinery Wanted.")

Beaumont, Texas. — Shoes. — Imperial Shoe Co. incorporated with \$20,000 capital stock by L. F. Gilbert, R. D. Chastain and T. C. King.

Brownwood, Texas. — Gas. — City granted 30-year franchise to Ingram Company, Brownwood, to furnish city with natural or manufactured gas.

Columbia, S. C. — Acid Phosphate. — The Germofort Manufacturing Co. of Charleston, S. C., will, it is reported, build acid-phosphate plant at Columbia.

Corsicana, Texas. — Soap. — Washer Manufacturing Co. organized with capital stock of \$10,000 to manufacture soap; Ed C. McCarver, president.

Galveston, Texas. — Banana Products. — International Fruit & Vinegar Co. of New Orleans, La., contemplates expending \$25,000 to establish banana-product plant at Galveston; to manufacture vinegar, brandy, etc.

Greenville, Mo. — Greenville Mercantile & Manufacturing Co. incorporated with capital stock of \$25,000 by A. C. Haynie, Jno. G. Settle, Chas. Rhodes and others.

Harrisonburg, Va. — Cigars. — Virginia Cigar Co. incorporated with capital stock of \$10,000; J. S. McNeill, president.

Houston, Texas. — Arc Lamps. — Warner Arc Lamp Co., W. T. Warner, secretary, Muncie, Ind., is name of company to establish arc lamp factory noted last week; has secured two-story 75x200, two-story 30x40 and one-story 26x60-foot buildings, costing \$25,000, and will install machinery costing \$20,000; will have independent motor drive. (See "Machinery Wanted.")

Jopka, Ark. — Mattresses. — Jopka Mattress Co. incorporated with capital stock of \$25,000 by S. J. Beauchamp, P. B. Kidd, J. P. Vinson and W. R. Tucker.

Lonaconing, Md. — Beer. — Lonaconing Ice Manufacturing & Cold-Storage Co. will, it is reported, build brewery.

Louisiana, Mo. — Creamery. — Hanzke Creamery, Ice & Produce Co. incorporated with capital stock of \$100,000 by Wm. P. Hanzke, Walter D. Meyer, Noah H. Ledford and others.

Macon, Ga. — Paper. — John T. Moore will install machinery to manufacture paper from the okra plant.

Montgomery, Ala. — Acid Phosphate. — The Germofort Manufacturing Co. of Charleston, S. C., will, it is reported, build acid-phosphate plant at Montgomery.

Nashville, Tenn. — Gas Plants. — Nashville Gas Co. is perfecting plans for issuance of \$350,000 of bonds for extension of mains, erection of retort-house to be equipped for the manufacture of coal gas, and other improvements. (Mentioned in July.)

New Orleans, La. — Mattresses. — Southern Spring Mattress Co. incorporated with capital stock of \$25,000; Sam Levy, president; A. H. Generees, vice-president; Max Meyers, secretary-treasurer.

Okmulgee, Okla. — Windmills. — Frey Wind Power Engine Co. incorporated with \$16,000 capital stock by H. C. Boardman, G. D. Boardman and C. K. Boardman of Okeene, Okla., and others.

Petersburg, Va. — Waists, etc. — New York Shirt & Waist Co. incorporated with capital stock of \$25,000; M. Levy, president; S. Schumann, secretary.

Prairie Grove, Ark. — Vinegar and Preserves. — Prairie Grove Vinegar & Preserving Co. incorporated with \$25,000 capital stock; W. A. Alkine, president; S. H. Lester, vice-president; J. P. Harris, secretary and treasurer.

Savannah, Ga. — Fertilizer. — Southern States Phosphate & Fertilizer Co. will rebuild milling plant and storage sheds recently burned at loss of about \$80,000; Frederick B. Pope is president; offices at Augusta, Ga.

St. Louis, Mo. — Butchers' Supplies. — G. V. Brecht Butchers' Supply Co. will erect three-story factory building.

St. Louis, Mo. — Cigars. — Edw. H. Weiter Cigar Co. incorporated with capital stock of \$7000 by Edw. H. Weiter, Henry F. Bente and others.

St. Louis, Mo. — Silverware. — American Silver Manufacturing Co. incorporated with capital stock of \$20,000 by Harry Koplar, Samuel Lewis and Joseph Stamer.

Tampa, Fla. — Cigars. — J. W. Roberts & Son are having plans prepared by Bonfoey & Elliott, 510 Curry Building, Tampa, for cigar factory; 50x120 feet; cost \$28,000.

Tuscaloosa, Ala. — Fertilizers. — Crescent Gln & Fertilizer Co. organized by A. E. Burrill and others to manufacture fertilizers and build cotton gin.

## RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Tampa, Fla. — Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., awarded following contracts, aggregating \$500,000 for proposed terminal improvements at Grassy Island, near Tampa: Burwell & Hilyer of Jacksonville for construction of three wharves and storage warehouse; C. W. Hunt Company, 45 Broadway, New York, for phosphate elevator; Phoenix Bridge Co., Phoenixville, Pa., bridge, and V. M. Johns, Portsmouth, Va., approaches for same; wharves will have total frontage of 2400 feet; one for lumber or naval stores will be 50x1200 feet, and will not have shed or warehouse; along this wharf will be channel 300 feet wide and 24 feet deep; general merchandise dock will be 50x500 feet, with storage warehouse 75x400 feet; phosphate dock will be 700 feet long and 50 feet wide, equipped with hoisting machinery, and capable of accommodating 2500 tons of rock; phosphate elevator will have capacity of 300 tons per hour; bridge will be of steel-lift pattern, with approaches, and will connect the island with mainland; steel portion will be 187 feet long, and when lifted will leave clear channel 150 feet wide for passage of vessels; trackage will extend from both ends of bridge; Atlantic, Gulf & Pacific Company, New York, will proceed at once with dredging contract previously awarded for removal of about 350,000 cubic yards of material.

Valdosta, Ga. — Georgia & Florida Southern Railway contemplates, it is reported, expending between \$150,000 and \$200,000 in erection of shops, which, together with trackage, will cover about 30 acres; location of terminals not decided, but Valdosta is said to be under consideration; address E. L. Bemiss, vice-president Georgia & Florida Railway, Douglas, Ga.

## ROAD AND STREET IMPROVEMENTS

Anniston, Ala. — City will lay cement sidewalks on 17th, 18th, 20th and other streets; bids will be opened August 26; Thomas E. Kilby, Mayor. (See "Machinery Wanted.")

Baltimore, Md. — City will grade, curb, gutter and pave with bitulithic, asphalt blocks, vitrified bricks or sheet asphalt Garrison avenue from New Liberty road to northern city limits; bids will be opened August 26; James H. Smith, president Commissioners for Opening Streets, City Hall Annex. (See "Machinery Wanted.")

Beaumont, Texas. — Bids will be received until September 1 by E. A. Fletcher, Mayor, for construction of approximately 17,633 yards of vitrified brick pavement and 7307 linear feet concrete curbing; plans and specifications, etc., on file at office of C. L. Scherer, City Engineer. (Previously mentioned. See "Machinery Wanted.")

Bristol, Tenn. — Contract will be awarded August 22 for grading and macadamizing about 25 miles of roads in Sullivan county; John H. Caldwell, Road Commissioner; F. G. Phillips, civil engineer. (Sullivan county recently reported, under Blountville, Tenn., as having voted \$100,000 of bonds for road improvements. See "Machinery Wanted.")

Chase City, Va. — Chase City district has voted \$60,000 of bonds to construct 24 miles of roads; roads to be 16 feet wide, 8 feet of which will be macadamized. Address County Commissioners, Boydton, Va. (Recently mentioned.)

Greenville, N. C. — City will construct about 4000 square yards of granolithic sidewalks; concrete base to be three inches thick; bids opened August 18; H. W. Whedbee, Mayor. (See "Machinery Wanted.")

Gurley, Ala. — City will pave two streets with vitrified brick. Address The Mayor.

Houston, Texas. — City awarded contract at \$15,096.16 to W. S. Hipp, Houston, for paving Hardy-street road with crushed rock.

Hugo, Okla. — City will receive bids until August 25 for paving and curbing certain sidewalks according to plans by City Engineer; W. L. Loftin, C. L. Webb and W. R. McMillan, Sidewalk Committee. (See "Machinery Wanted.")

Jacksboro, Tenn. — John L. O'Connor, Knoxville, Tenn., has contract at about \$28,000 to construct roads in Campbell county.

Lynchburg, Va. — Campbell county awarded contract to John Gills of Lynchburg to grade and macadamize 2½ miles of Forest road; 3500 yards of grading; macadam to be 7 inches deep and 12 feet wide; William M.

Murrell, Commonwealth's Attorney; P. St. J. Wilson, State Highway Commissioner, Richmond, Va. (Noted in July.)

Mobile, Ala. — Bigler Bros. of Mobile have contract for about 5000 square feet of cement sidewalks.

Nashville, Tenn. — City has voted \$50,000 of bonds for laying sidewalks and curbing in city; James S. Brown, Mayor. (Noted in July.)

Oklahoma City, Okla. — M. F. Crawford of Oklahoma City has contract for sidewalk construction, approximating 15 miles; bid, 11c. for cement and 9½c. for brick pavement.

Palatka, Fla. — Bigler Bros. of Mobile have contract for 200,000 square feet of cement sidewalks at Palatka.

Pascagoula, Postoffice Scranton, Miss. — City will construct about 100,000 square feet concrete sidewalk; 20,000 linear feet concrete combined curb and gutter and necessary crossings and culverts; bids will be opened September 2; Walter G. Kirkpatrick, Jackson, Miss., is engineer; J. D. Clark, chairman City Improvement Committee, Scranton. (See "Machinery Wanted.")

Pensacola, Fla. — Escambia County Commissioners adopted resolutions calling for special election on November 12 for \$200,000 road-improvement bonds; recently reported contemplated.

Phillippi, W. Va. — City has voted \$16,000 of bonds for street paving. Address The Mayor.

Portsmouth, Va. — Contract will be awarded August 17 for grading 50 miles of roads, 25 feet wide, in Norfolk county with steam road-grading machine; Alvah H. Martin, county clerk; F. L. Portlock, road engineer. (Mr. Martin and others recently mentioned as having been appointed road commissioners to be in charge of expenditure of \$250,000 for road improvements; commissioners to act in conjunction with P. St. Julien Wilson, State Highway Commissioner, Richmond, Va.)

Roanoke, Va. — City will construct six-foot granolithic sidewalk on Shenandoah and Holliday avenues and full-width granolithic walk with granite curbing on Gilmer avenue; W. R. Bates, City Engineer; W. E. Thomas, clerk of Council. (See "Machinery Wanted.")

Rome, Ga. — City awarded contract at \$103,592 for paving certain streets with vitrified brick to Georgia Engineering & Construction Co. of Rome; recently mentioned as being lowest bidder.

San Antonio, Texas. — City will construct about 21,000 square yards of pavement on Houston street, including space of street-car tracks, and 7000 linear feet of curbing; material to be either vitrified brick, sheet asphalt, Trinidad Lake asphalt or its equal; bids recently mentioned to be opened August 20; Bryan Callaghan, Mayor; Fred Fries, City Clerk.

Scottsboro, Ala. — Jackson county awarded contract for building road from Woodville to Point Rock, three miles in length, to John H. Williamson and J. P. Webb, both of Scottsboro, at \$6390.

Snyder, Texas. — Scurry county has voted \$70,000 of road and bridge bonds. Address County Commissioners.

Spartanburg, S. C. — W. F. Bowe, Augusta, Ga., has contract at \$2.06½ per square yard to pave Ezell and West Main streets with granite blocks; approximately 10,000 square yards; total cost about \$15,000; J. F. Floyd, Mayor; Fred L. Bryant, City Engineer. (Recently mentioned.)

Tampa, Fla. — City will vote in October on issuance of \$600,000 of bonds for paving, etc. Address The Mayor. (See "Water-works.")

Van Buren, Ark. — City awarded contract to W. R. Petty, Pine Bluff, Ark., at \$30,104.53 for paving Main street with brick on concrete base. T. A. Bayley, Fort Smith, Ark., is engineer. (Recently mentioned.)

Vicksburg, Miss. — City is considering paving of one block along canal front. Address The Mayor. (See "Miscellaneous Construction Work.")

Vinita, Okla. — City will grade, curb, gutter and pave with macadam or bitulithic about three miles of street; date for bids not decided; G. P. Fogle, city clerk; S. F. Parks, Mayor.

Winston-Salem, N. C. — City contemplates paving West 4th street with bitulithic; O. B. Eaton, Mayor.

## SEWER CONSTRUCTION

Atlanta, Ga. — City has been authorized to issue \$1,500,000 of bonds recently mentioned, of which \$500,000 will be expended for improvement of sewer system; W. J. Campbell, City Clerk. (See "Water-works.")

Brookland, Ind. Station, Washington, D. C. —



Contract will be awarded September 14 for constructing Section C of the East Side Intercepting Sewer, Boundary to Brookland; Henry L. West, Jay J. Morrow, Commissioners. (See "Machinery Wanted.")

Hope, Ark.—City contemplates construction of sewerage system; about \$250,000 to be expended. Address The Mayor.

Houston, Texas.—City will vote on issuance of \$750,000 of bonds to construct storm and sanitary sewers, drainage, etc. Address The Mayor. (See "Water-works.")

McAlester, Okla.—City has, it is reported, provided for election for voting on issuance of \$120,000 of bonds for extension of sewer system; G. M. Chany, Mayor. (City recently reported as having rescinded action calling for election to vote on issuance of \$156,000 of bonds for sewer construction.)

Newport, Ark.—Board of Improvement Sewer District No. 1 has awarded contract for engineering work for sewer system to Lund & Hill, Little Rock; Alcorn Ferguson, chairman. (Lately mentioned.)

Pryor Creek, Okla.—City contemplates construction of sewer system. Address The Mayor.

Roanoke, Va.—City will award contract August 21 for sewer construction; W. B. Bates, City Engineer; W. E. Thomas, clerk of Council. (See "Machinery Wanted.")

Tampa, Fla.—City will vote in October on \$600,000 bond issue for sewer construction, etc. Address The Mayor. (See "Water-works.")

### TELEPHONE SYSTEMS

El Paso, Texas.—Consolidated Telegraph, Telephone & Electric Co. has, it is reported, awarded contract to Chas. F. Rolfe, Redlands, Cal., for construction of telephone line from Redlands to El Paso, distance about 1000 miles.

Hagerstown, Md.—American Union Telephone Co. contemplates expending \$90,000 for improvements and extensions.

Nardin, Okla.—Nardin Mutual Telephone Co. incorporated by S. Congram, Thomas Cassidy and C. H. Tolle.

Oakvale, W. Va.—Oakvale Telephone Co. contemplates constructing telephone system in Mercer county.

Somerset, Ky.—Somerset & Level Green Telephone Co. incorporated by Nathan Buchanan, W. E. Hansford, W. J. Brinkley and others.

### TEXTILE MILLS

Conway, Ark.—Woolen Goods.—Company has been formed to take over, remove to Conway and there operate Nashville Woolen Mills, Jas. McMahon, manager, Nashville, Ark.

Cornelius, N. C.—Yarns.—Gem Yarn Mills will build addition and install new machinery; present equipment, 1600 ring spindles.

Galveston, Texas.—Bagging.—Business Men's League is reported as forming company to build bagging factory previously reported as proposed.

Jonesville, S. C.—Hosiery.—Jonesville Manufacturing Co. will rebuild hosiery mill recently burned at loss of \$95,000; details of new plant not decided; destroyed mill had 250 knitting machines, etc.

Little Rock, Ark.—Jute Bagging.—Georgia Bagging & Tie Co. of Augusta, Ga., is reported as contemplating establishment of jute-bagging mill at Little Rock; \$90,000 to be invested and daily capacity to be 120 rolls.

Marion, N. C.—Hosiery.—Marion Knitting Mills, reported incorporated lately with \$25,000 capital stock, has organized with W. W. Neal, president; H. W. Dysart, vice-president, and S. H. Yancey, secretary-treasurer; will erect building (local contractor) and install about 30 machines for knitting hosiery; will use gasoline engine, about 15-horse-power.

Raleigh, N. C.—Hosiery.—Martin Hosiery Mills, referred to lately, will not install any additional machinery, and the company has been driving its equipment by electric motors for several years.

Walhalla, S. C.—Hosiery.—Oconee Knitting Mill will, it is reported, erect additional building and install 100 more machines, instead of the 65 machines heretofore reported; contract said to have been awarded for building and machinery.

### WATER-WORKS

Anderson, S. C.—Anderson Water, Light & Power Co. will drill 70 additional wells to supply 500,000 gallons of water daily, thus doubling present capacity.

Atlanta, Ga.—City has been authorized to vote on issuance of \$1,500,000 of bonds, providing \$500,000 for sewerage, \$500,000 for wa-

ter-works and \$500,000 for schools; W. J. Campbell, City Clerk. (Noted in June.)

Austin, Texas.—City will expend about \$15,000 in erection of reinforced concrete pumping station, 89x61x35 feet; Walter G. Kirkpatrick, Jackson, Miss., engineer; F. M. Maddox, Mayor. (Recently mentioned.)

Christiansburg, Va.—City votes August 20 on issuance of \$25,000 water-works bonds. Address The Mayor.

Clarksdale, Miss.—City will award contract August 24 for constructing 250,000-gallon roofed reservoir; reinforced concrete chimney; 300-kilowatt 3-phase engine-type generator; 450-horse-power simple Corliss or 4-valve engine for generator; engineer, Walter H. Kirkpatrick, Jackson, Miss. (Recent mention not complete. See "Machinery Wanted.")

Covington, Ga.—City has had plans prepared by J. B. McCrary & Co., Atlanta, Ga., for proposed water-works of 200,000 gallons capacity daily; size and character of buildings not determined; McCrary & Co. will probably install plant; amount available for water-works and sewerage, \$60,000; S. P. Thompson, Mayor. (City lately noted as to vote bonds.)

Fayetteville, Ark.—City has contracted for one mile of 10-inch water pipe to replace same amount of 6-inch pipe; C. A. Mulholland, Mayor.

Hastings, Okla.—City will vote on issuance of \$27,000 water-works bonds. Address The Mayor. (Previously mentioned.)

Houston, Texas.—City will vote on issuance of \$750,000 of bonds for extension of water-works, construction of storm and sanitary sewers, drainage, etc., to supplement \$100,000 bond issue, recently mentioned, for street improvements. Address The Mayor.

Hugo, Okla.—City will probably soon invite bids for construction of water-works, for which \$150,000 of bonds were previously reported voted; plant will consist of pumping station, about 15 miles of mains, 60 fire plugs and 2,000,000-gallon reservoir; Hiram Phillips, St. Louis, Mo., is consulting engineer.

Lexington, Tenn.—City is considering construction of water-works. Address The Mayor.

Madill, Okla.—City will vote August 19 on \$15,000 bonds for extension of water-works. Address The Mayor.

Marion, N. C.—City will vote September 8 on issuance of \$20,000 of bonds to increase water supply, which is at present secured from deep well. It is proposed to install gravity supply system and lay six and one-third miles of six-inch piping; daily capacity to be 550,000 gallons. J. B. Rider, Broadway, New York, is preparing plans and making survey; W. F. Wood, Mayor. (Recently mentioned.)

Ocala, Ga.—City has voted \$7000 of water-works bonds. Address The Mayor. (Previously mentioned.)

Quanah, Texas.—City is considering construction of water-works. Address The Mayor.

Somerset, Ky.—Chicago and Louisville capitalists contemplate, it is reported, purchasing franchise of Somerset Water, Light & Traction Co. and making improvements to plant.

Sherman, Texas.—City is considering election for voting on \$15,000 bond issue for improvement of water-works. Address The Mayor.

Sparta, Tenn.—Sparta Water Co. incorporated with \$3000 capital stock by R. F. Baker, S. J. Jackson, D. M. Meredith and others.

Spartanburg, S. C.—City has \$40,000 available for water-works improvements out of recently reported bond issue of \$230,000 to purchase and enlarge plant of Home Water Supply Co.; will buy electric pump with capacity of 2,000,000 gallons daily and boiler to operate pump; will also lay several miles of piping; W. B. W. Howe, engineer in charge. (See "Machinery Wanted.")

Tampa, Fla.—City will vote in October on issuance of \$600,000 of bonds for purchase or construction of water-works, erection of city hall, widening of Lafayette-street bridge, additional paving, sewer construction, etc. Address The Mayor.

Tulsa, Okla.—City will construct reinforced concrete clarification basin for water-works plant; to be 200 feet long, 120 feet wide and 17 feet deep; bids opened August 17; T. C. Hughes, City Engineer; O. P. Jones, City Clerk.

University, Ala.—The University of Alabama, John W. Abernethy, president, has named September 7 as date to open bids for construction of proposed water-works, including concrete dam and power-house. Copy of specifications and bidding sheets are on file. (See "Machinery Wanted.")

Zebulon, N. C.—Meldrum Chemical & Engineering Co. plans to install water-works and electric-light plant.

### WOODWORKING PLANTS

Beaumont, Texas.—Handles and Spokes.—Beaumont Spoke & Handle Co., recently reported incorporated, has organized with E. B. Baldwin, president; W. C. Tyrrell, treasurer, and Theodore S. Cooley, general manager; will install equipment for daily capacity of 9000 spokes, etc.

Bristol, Va.—Carriages.—Hamilton-Bacon-Hamilton Company will, it is reported, build carriage shop.

Charleston, S. C.—Doors and Sashes.—Perclval Sash & Door Co., lately reported incorporated with capital stock of \$10,000, has secured fireproof buildings and contracted for necessary machinery. E. W. Perclval, Jr., is vice-president, and not secretary-treasurer as was stated.

Chattanooga, Tenn.—Furniture.—Thatcher Manufacturing Co. incorporated with capital stock of \$10,000 by W. C. Thatcher, F. E. Tyler, K. T. Eaton and others.

Huntingdon, Tenn.—Cases, etc.—Norvell Osborn of Seaman, Ohio, is reported as to build plant for manufacturing egg cases, etc., at Huntingdon.

Marshall, Texas.—Boxes.—Frank Blocker proposes establishment of \$30,000 or \$40,000 box factory.

Morristown, Tenn.—Chairs.—Johnson Chair Co. (J. E. and C. P. Johnson) will erect building 40x10 feet and install machinery with daily output of 10 dozen chairs. (See "Machinery Wanted.")

Nashville, Tenn.—Boxes.—American Box Manufacturing Co. incorporated with capital stock of \$30,000 by H. Sperry, E. A. Lindsey, Chas. Brower and others.

Rome, Ga.—Trucks.—Standard Scale Co. will, it is reported, engage in the manufacture of warehouse trucks.

St. Louis, Mo.—Caskets.—Missouri Casket Co. incorporated with capital stock of \$60,000 by Chas. L. Geraghty, John F. Damhoff, John D. Moriarty and others.

St. Louis, Mo.—Carriage Materials.—Cooper Carriage Woodwork Co. incorporated with capital stock of \$70,000 by R. M. Cooper, Evan James and others; offices at 319 Commercial Building.

St. Louis, Mo.—Steelmaking.—Steelmaking Co. incorporated with capital stock of \$10,000 by Henry D. Steimke and others.

Washington, N. C.—Carriages.—Hackney Bros. of Wilson, N. C., will, it is reported, establish branch carriage factory at Washington.

Yarboro, Ark.—Barrels.—Yarboro Cooperage Co. incorporated with \$10,000 capital stock; U. G. Holly, president.

### BURNED

Baltimore, Md.—Baltimore Retort & Fire Brick Co.'s plant; loss about \$100,000; L. N. Rancke, general manager, Hull and Nicholson streets.

Berkley, Va.—Berkley Box Co.'s plant at Liberty and 11th streets damaged to extent of \$10,000.

Cape Henry, Va.—Cape Henry Granite Brick Corporation's brick plant.

Center, Texas.—Electric-light plant and planing mill owned by J. D. Redditt, S. T. Fieishman and Bob Harkerider; loss \$150,000.

Concord, N. C.—Odell Manufacturing Co.'s No. 4 mill, containing about 23,000 spindles and 1300 looms; Caesar Cone, Greensboro, N. C., receiver of company.

Cumberland, Md.—Deal Milling Co.'s flour mill; Deal Bros.' apartment-house; loss \$50,000.

Dallas, Texas.—W. H. Fritz's barn; loss about \$20,000.

Danville, Ky.—Hickman Carter's residence; loss about \$5000.

Dawson, Ga.—Baldwin & Co. and Gels' Variety Works; loss about \$75,000.

Dover, Tenn.—T. J. Martin's flour and grist mill; loss \$5000.

Howell, Ga.—C. D. Moore's sawmill.

Lawrenceburg, Tenn.—Central Hotel, George Harter, manager; loss \$4000.

Luverne, Ala.—Bentley, Taylor & Bell's sawmill, near Luverne; loss \$3000.

Macon, Ga.—A. L. McElmurray's cotton gin, near Macon.

Moultrieville, S. C.—John McInerney's sawmill; loss \$700.

Norfolk, Va.—C. S. Clark's residence; loss \$9000.

Oklahoma City, Okla.—Lee Huckins Hotel.

owned by Lee Huckins Hotel Co.; loss about \$150,000.

Parkersburg, W. Va.—Recent reports of burning of Radeker Lumber Co.'s door plant was an error; Radeker plant was not damaged.

Parkersburg, W. Va.—West Virginia Veneer Door Co.'s plant.

Parkersburg, W. Va.—Parkersburg Ice Co.'s plant; loss \$125,000.

San Augustine, Texas.—Jeanes & Co.'s planing mill.

Savannah, Ga.—Southern States Phosphate & Fertilizer Co.'s milling department and storage sheds; loss about \$80,000; company's president is Frederick B. Pope; offices, Augusta, Ga.

Swanton, Md.—Oss Bros.' lumber mill; loss about \$5000.

Selma, Ala.—Perfection Cleaning and Dye Works.

### BUILDING NOTES APARTMENT-HOUSES

Baltimore, Md.—J. A. Wager, Eastern avenue and 3d street, Highlandtown, will erect apartment-house at Highlandtown (suburb of Baltimore); three stories; 31½x73 feet; plans prepared by R. C. Ulrich, 1516 Highland street. Among contractors estimating is George Hunnecke & Sons, 305 St. Paul street, Baltimore.

Charlotte, N. C.—J. N. and A. E. McCausland will erect three twin apartment-houses; contract awarded to W. J. Hyndman, Charlotte.

Chattanooga, Tenn.—C. W. Rankin, Temple Court, has awarded contract through Bearden & Foreman, architects, Chamberlain Building, to Orr & Malone, Chamberlain Building, at \$5000 for erection of apartment-house; two stories; brick; composition roof; four apartments of four rooms each; gas and electric lighting; bathtubs and lavatories in each apartment; contract for lighting and plumbing not yet awarded. (Lately mentioned.)

Paducah, Ky.—Mrs. Armour Gardner will erect apartment-house.

St. Louis, Mo.—J. C. Gruelich purchased site 55x140 feet on which to erect apartment-house.

St. Louis, Mo.—J. C. Mueller purchased site 55x140 feet on which to erect apartment-house.

St. Louis, Mo.—A. Edelmann purchased site 50x115 feet on which to erect two-story double apartment-house at cost of \$3000.

St. Louis, Mo.—City will build apartment-house for working people at cost of \$60,000; architects, Barnett, Haynes & Barnett.

### BANK AND OFFICE BUILDINGS

Allee, Texas.—Citizens' State Bank will erect bank building 25x60 feet; two stories; red pressed brick; eight-inch cement sidewalk on front and side of entire building; gas-lighting plant; cost \$7500; plans prepared by and contract awarded to Bailey Mills Co., Victoria, Texas. (Lately mentioned.)

Alpine, Texas.—W. J. McIntyre has had plans prepared by Geo. W. Page, Jr., & Bro., Austin, Texas, for office building; two stories; brick; 28x80 feet; electric-lighting plant; cost \$7000; contract awarded to J. R. Purcell, Alpine.

Bristol, Va.—Hamilton-Bacon-Hamilton Company will construct two-story brick office building at cost of \$10,000.

Chattanooga, Tenn.—First National Bank, Broad and West 8th streets, awarded contract to J. M. Waller, Holly street and Duncan avenue, Chattanooga, at \$5000, to erect addition to present building; 10x117 feet; brick; four stories; front of red Lake Superior sandstone; composition roof; marble or tile on floor of first story; plans by Bearden & Foreman, Chamberlain Building, Chattanooga. Mr. Walker has not yet completed \$20,000 contract for remodeling bank building reported in June.

Clinton, Ky.—Clinton Bank awarded contract to John A. Harpole of Clinton to erect bank building.

Kansas City, Mo.—C. K. Wells will build structure 50x150 feet; two stories; brick.

Lexington, Tenn.—Farmers' Union Bank will erect brick bank building.

Lone Wolf, Okla.—Orient State Bank awarded contract to Blanchard Construction Co., Topeka, Kan., at \$11,872 for erection of bank building; 50x100 feet; two stories; brick; total cost about \$13,000.

Middletown, Md.—Middletown Savings Bank will erect one-story bank building; pressed brick, brownstone trimmings.

New Orleans, La.—Whitney-Central National Bank, Chas. Godchaux, president, is discussing the advisability of building a banking and office structure, but has accepted no plans. (Reported last week.)

Ponchatoula, La.—Merchants and Farmers' Banking Co., W. L. Wright, president, will erect bank building; electric lights; telephone system; fireproof vault; contract awarded.

Washington, D. C.—Chesley & Chesley, 740 14th street N. W., will erect store and office building; plans prepared by Wood, Donn & Deming, 808 17th street N. W.

Washington, D. C.—John O. Evans, manager the Evans Estate, The Burlington, will erect bank and office building on south side of New York avenue between 14th and 15th streets; nine stories, 90x90 feet; fireproof construction; cost \$200,000; plans prepared by Frederick B. Pyle, 1003 F street N. W., Washington.

### CHURCHES

Atlanta, Ga.—Wesley Memorial Church has awarded contract at \$14,000 to Moise DeLeon, New Orleans, La., for excavation and construction of foundation of church edifice; 142x94 feet; four stories and basement; granite foundations; reddish-brown brick; Asa G. Candler, chairman building committee. (Previously mentioned.)

Charlotte, N. C.—A. R. P. Church has had plans prepared by and awarded contract to Hunter & Vaughan of Charlotte for erection of edifice; 40x60 feet; steam heat; electric lighting; cost \$8000; Rev. A. J. Ransom, chairman building committee. (Recently reported as contemplating erection of church to cost \$50,000.)

Durant, Okla.—Christian Church, Rev. A. E. Ewell, pastor, will erect edifice at cost of \$50,000.

Hopkinsville, Ky.—Methodist congregation plans to build edifice costing from \$30,000 to \$40,000; site 82½x195 feet; building to be arranged so that main auditorium and Sunday-school room can be used separately; will install pipe organ. Preliminaries will be arranged, plans selected and contract awarded during winter with a view of beginning construction next spring. On site is a two-story frame building, 55x75 feet, fully equipped, which must be moved a distance of about 150 feet; bids are wanted for this work. P. E. West is chairman of building committee.

San Angelo, Texas.—Episcopal congregation will erect edifice. Address The Pastor, Episcopal Church.

Vernon, Texas.—Bids will be received until September 1 at office of J. E. Flanders, architect, Dallas, Texas, or Waggoner National Bank, Vernon, for two-story brick-veneer church; each bid to be accompanied with certified check for \$500, payable to J. E. Dodson, Jr., chairman of building committee; plans can be had at office of J. E. Flanders, Dallas, Texas, or at Waggoner National Bank, Vernon.

### COURTHOUSES

Beaumont, Texas.—Jefferson County Commissioners have accepted conditionally plans prepared by F. W. Steinman, Beaumont, for improvements and additions to courthouse to cost about \$40,000.

Canadian, Texas.—The Manufacturers' Record is informed that construction of proposed courthouse mentioned recently has been postponed indefinitely. Bids had been called for; T. B. Humphrey, Hemphill County Judge.

Emory, Texas.—Rains County Board of Commissioners will receive bids until September 4 for erection of two-story courthouse, according to plans and specifications by Bryan Architectural Co., 500 National Bank of Commerce, St. Louis, Mo.; certified check, \$3000; plans and specifications to be obtained from architects; W. H. Clendenin, County Judge.

Houston, Texas.—John Barden of Fort Worth is lowest bidder at \$410,700 on general contract for construction of Harris county's proposed \$500,000 courthouse; Barber Plumbing Co. of Houston is lowest bidder on power, heat and vacuum-cleaning system, complete, at \$21,471; with vacuum system omitted, \$1488.30 less; with Webster system installed, \$600 added; same company also lowest bidder at \$890 for plumbing; Barden Electric Co. of Houston was only bidder for elevators at \$9198; architects, Lang & Wittell, Dallas, Texas. (Recently mentioned.)

Tusculum, Ala.—Board of Colbert County Commissioners awarded contract to Holsford & Graham, Florence, Ala., at \$28,570, for remodeling brick courthouse; 20-foot extension, making structure 80x80 feet; four porches to be added; first story fireproof;

steam heat; electric lighting; Bearden & Foreman, Chattanooga, Tenn., and C. L. Peckinpaugh, Sheffield, Ala., associate architects, have prepared plans; Oscar G. Simpson, Probate Judge and chairman of Board; contract does not include tower clock, which is estimated to cost \$1000.

### DWELLINGS

Atlanta, Ga.—George Muse's dwelling, recently mentioned, will be two stories; about 60x90 feet; hot-water heating; electric lighting; estimated cost \$30,000; plans by Harry L. Walker, Atlanta; contractors, Donaldson & Pearson, 2 Wall street, Atlanta.

Baltimore, Md.—E. A. Blackshire, Union Stock Yards, has had plans prepared by and awarded contract to James B. Yeatman, 4742 Park Heights avenue, Baltimore, for erection of 30 dwellings—13 on Linden avenue, 13 on Bolton avenue and 4 on Ducatel street; three stories; tin or slag roofs; hot-water heat; corner houses will be 17x62½ feet; the others 15½x62½ feet; aggregate cost \$144,000.

Baltimore, Md.—J. S. Franklin, Lauraville, Md., will erect 21 dwellings on Boyce street; two stories; cost \$21,000.

Catonsville, Md.—Robert W. Evans of David E. Evans & Co., 215 Courtland street, recently reported as to have plans prepared by Walter M. Gleske, Edmondson avenue, Catonsville, for residence 54½x35 feet, first floor finished in hardwood, has following contractors estimating: Henry Nagle and John Gerwig of Catonsville, Jacob Kirm of Ellicott City, Md., and Milton C. Davis, 5 Hopkins place, Baltimore, Md.

Chevy Chase, Md.—Karl and Mamie Heinrich, The Willows, Wisconsin avenue N. W., Washington, D. C., will erect residence in West Chevy Chase.

Clarksburg, W. Va.—Martha Tate awarded contract to Short & Hartley, Shinnston, W. Va., for erection of residence; frame; gas heating and lighting; cost \$2800; plans by Holmboe & Laferty, Clarksburg.

Dallas, Texas.—Wendell Spencer awarded contract to J. D. Cook, Norfolk, for erection of residence; two stories; nine rooms; cost \$6500.

Jellico, Ky.—Albert Mahan will build residence; architect, S. W. Easley of Williamsburg, Ky.; two stories; 10 rooms; hot-water heat; electric lights; cost \$4000.

Kansas City, Mo.—S. Hirsch will erect residence; two stories; brick with stone trimmings; cost \$20,000.

Memphis, Tenn.—J. L. Hutter awarded contract to B. R. Clausel, Memphis, for erection of residence; two stories; eight rooms; frame veneer; slate roof; cost \$5000.

Memphis, Tenn.—Mrs. Dr. May Brooks awarded contract to W. S. LaGrill, Memphis, for erection of dwelling; two stories; eight rooms; frame; slate roof; cost \$5200.

Memphis, Tenn.—C. H. Boyle awarded contract to W. S. LaGrill, Memphis, for erection of dwelling; two stories; 10 rooms; stone stucco; tile roof; cost \$3500.

Mt. Washington, Md.—Geo. Dobbin Penniman, Baltimore & Ohio Building, Baltimore and Charles streets, awarded contract to Harn & Himes, 213 North Calvert street, Baltimore, for erection of dwelling lately noted; 49x73 feet; frame and stucco; hot-air heating; electric lighting; cost \$11,000. (See "Machinery Wanted.")

Norfolk, Va.—V. L. Backus will build residence to cost \$9000; architect, J. Keenan Peebles of Norfolk.

Norfolk, Va.—Mrs. Mary Lu Counselman, Detroit, Mich., has had plans prepared by and awarded contract to C. F. Nelms, Portsmouth, Va., for erection of residence; 30x48 feet; colonial style; hot-air heat; electric and gas lighting; cost \$5000.

Savannah, Ga.—B. S. Levy awarded contract to J. R. Eason & Son, Savannah, for erection of residence; two stories; plate-glass windows; large veranda and porte cochere; interior finished in mission oak; oak floors on first floor and ivory enamel on second floor; two bedrooms, with marble shower bath; brick fireplace; plans by H. W. Witcover, Savannah.

Savannah, Ga.—Savage Lynch will build residence to cost \$10,000; architect, J. De Bryun Kops, Savannah; contractors, A. S. Bacon & Sons, Savannah.

Selma, Ala.—Mr. Liepold is having plans prepared by Daniel A. Reamer, First National Bank Building, Chattanooga, Tenn., for residence; two stories and basement; first story brick veneer; second story shingles; shingle roof; hardwood floors; hot-air heating; cost \$5000.

Tuscaloosa, Ala.—J. Warner Shook will erect \$50,000 residence in Pinehurst (suburb). Washington, D. C.—F. A. Blundon, 607 7th

street N. W., has had plans prepared by W. C. Allard, 607 7th street N. W., Washington, and awarded contract to W. C. Blundon, 35 Quincy street N. W., Washington, for 10 two-story dwellings at 8th street and Florida avenue N. E.; cost \$27,000.

Washington, D. C.—Mrs. T. L. Lewis awarded contract to T. L. Lewis, 132 Rhode Island avenue N. W., for erection of four brick dwellings; two-story; cost \$15,000; architect, N. R. Grimm, 627 F street N. W., Washington.

Washington, D. C.—J. R. Haislip, 2120 1st street N. W., has plans by E. A. Volland, 211 R street N. W., for erection of five three-story dwellings; brick and stone; cost \$17,000.

Washington, D. C.—Allard & Appleby, 607 7th street N. W., will build five dwellings; hot-air heat; cost \$17,500; architect, W. C. Allard, 607 7th street N. W.

Washington, D. C.—Lemuel Gaddis, 19 19th street S. E., awarded contract to M. H. Merriman, Washington, for erection of dwelling; two-story; brick; cost \$5000; architect, J. Boehm.

Wheeling, W. Va.—Max Benter and F. J. Diegmiller will build residence to cost \$10,000.

### GOVERNMENT AND STATE BUILDINGS

Anderson, S. C.—Postoffice and Court-house.—King Lumber Co., Charlottesville, Va., is lowest bidder at \$37,870 for construction of postoffice and courthouse at Anderson, for which Congress appropriated \$50,000; James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C. (Previously mentioned.)

Dalton, Ga.—Postoffice.—Treasury Department, office of supervising architect, James Knox Taylor, Washington, D. C., will receive bids until September 28 for construction of United States postoffice building at Dalton, in accordance with plans and specifications, copies of which may be had at this office or that of postmaster of Dalton, at discretion of architect.

Goldsboro, N. C.—Hospital.—Barrett & Thompson, Raleigh, N. C., are preparing plans for proposed buildings to be provided by State Hospital Commission for State Hospital for Insane at Goldsboro; two fireproof concrete buildings will be added to central hospital, additional structures for negro institution for tuberculosis, and building for negro epileptics.

Greenwood, S. C.—Postoffice.—Bids will be received at office of James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C., until September 22 for construction (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of U. S. postoffice at Greenwood in accordance with drawings and specifications, copies of which may be obtained from custodian of site at Greenwood or at above office at discretion of Supervising Architect. (See "Machinery Wanted.")

Tuscaloosa, Ala.—Postoffice and Courthouse. U. S. postoffice and courthouse at Tuscaloosa will be fireproof; marble and granite; hot-water heating; electric conduits; elevators not included in contract awarded to Blue Ridge Construction Co., Asheville, N. C., at \$138,477.45, as recently stated.

Washington, D. C.—Morgue and Stable.—Department of Interior, Jesse E. Wilson, acting secretary, will open proposals on August 31 for erection of morgue and stable at Freedmen's Hospital, in accordance with drawings and specifications, furnished on request with certified check for \$25 to guarantee safe return.

### HOTELS

Charlotte, N. C.—Stonewall Hotel Co. has had plans prepared by Frank P. Milburn & Co., Home Life Building, Washington, D. C., for building to be erected in rear of Stonewall Hotel; ordinary construction; steam heat; electric lighting; estimated cost \$6000; J. N. Jones of Charlotte is contractor. (Recently mentioned.)

Chickasha, Okla.—Rock Island Railway Co., J. J. Gray, general manager, will erect three-story hotel; cost \$25,000.

Fernandina, Fla.—R. H. Cobb will erect hotel 60x62 feet; three stories and basement; concrete blocks; cost \$10,000 exclusive of furniture and fixtures.

Jacksonville, Fla.—Duvall Hotel Co. incorporated with \$24,000 capital stock; C. C. Foor, president; J. H. Waterman, vice-president; N. J. Etheridge, secretary and treasurer.

Largo, Fla.—F. M. Campbell will erect hotel; 16 rooms; frame; two stories; cost \$4000; contract awarded.

Little Rock, Ark.—H. F. Auten and Chris Ledwidge will rebuild Capital Hotel. New structure to be six stories, reinforced with iron and concrete; to contain 200 bedrooms; two-story colonial porch will be built; lobby will be 100 feet deep and 50 feet wide; interior finish white marble; grillroom, cafe and barber shop of white marble wainscoting and tile flooring; dining-room in old building to be converted into banquet and convention hall; interior finish marble and art glass; estimated cost \$250,000. George R. Mann is architect; W. R. Stewart, contractor, both of Little Rock, Ark. (Lately mentioned.)

Montgomery, Ala.—M. W. Stuart will erect hotel; four stories; brick and concrete; cost \$18,000.

Nashville, Ark.—W. W. Brown, Camden, Ark., will erect modern two-story hotel building at Nashville.

Savannah, Ga.—Forest City Hotel Co. incorporated with \$30,000 capital stock and privilege of increasing to \$300,000 by Frank N. Watkins, Thomas W. Hooks and Frank R. Durden.

Sparks, Ga.—S. Howell, Valdosta, Ga., has prepared plans and will erect hotel at parks; frame; 20 rooms; cost about \$10,000.

### MISCELLANEOUS STRUCTURES

Ardmore, Okla.—Hospital.—Catholic Church is planning the erection of \$20,000 hospital. Address The Pastor, Catholic Church.

Atlanta, Ga.—Infirmary.—Bids will be opened about August 28 for alterations and additions to St. Joseph's Infirmary, in charge of Sisters of Mercy; fireproof ward building will be erected, 150x40 feet; deep red arch brick, laid Flemish bond; concrete floors and roof; Plenum system of forced draft heating and ventilating in all wards; electric elevators; dumbwaiters; clothes chutes; hospital doors and window trim; baths; closets; present kitchen wing will be torn away and two-story fireproof building erected; in rear, connecting building between old and new wings, will be sun porch and roof garden; 75-foot shaft will be built to carry off fumes from boiler-room and kitchen; total cost of improvements about \$50,000; plans by A. Ten Eyck Brown, 11 East Kimball street, Atlanta. (Noted in July.)

Avondale, Ala.—Masonic Temple.—Chas. Hayes, chairman building committee, is having plans prepared by D. O. Walldin, Title Guarantee Building, Birmingham, Ala., for erection of temple to cost \$6500.

Baltimore, Md.—Clubhouse.—West Arlington Country Club contemplates erecting clubhouse at cost of \$8000 at West Arlington (suburb); building committee is composed of William C. Burgess, 411 North Charles street; W. M. Yearley, 118 East Baltimore street, and others.

Baltimore, Md.—Clubhouse and Gymnasium. Germania Turnverein, Henry Hofferbert, president, Darley Park, Baltimore, has had plans prepared by William C. Schnabel, 2226 East Biddle street, Baltimore, for gymnasium and clubhouse at Harford and Darley avenues; three stories, 45x45 feet. Among contractors estimating is George Bunnecke & Sons, 305 St. Paul street, Baltimore.

Baltimore, Md.—Stable.—Shelley Stables Co., 407 North Howard street, will erect addition to accommodate about 50 horses.

Carthage, Mo.—Association Building.—Y. M. C. A. has engaged Smith & Lovitt of Kansas City, Mo., to prepare plans and specifications for proposed building; to cost \$30,000.

Colquitt, Ga.—Jail.—Miller county has plans prepared by Alexander Blair, Macon, Ga., for jail and awarded contract for erection to Jno. H. McKenzie's Sons, Augusta, Ga.; structure will be 42x35 feet; extension in rear 15x19 feet; two stories; fireproof; red brick; parapet walls; flat roof; first floor to contain jailor's residence, consisting of entrance hall, living-room; bathroom, etc.; second floor to contain steel cells, execution-room, hospital cells, etc.; cost about \$14,000. (Recently mentioned.)

Florence, Ala.—Stable.—John A. Smith & Co. will erect livery and sales barn; 96x126 feet; concrete blocks; 25 feet high; one story; contract for concrete walls awarded to W. N. Graham, Florence, at \$3000.

Jacksonville, Fla.—Store Building.—Conrad Building Co., lately reported incorporated with \$75,000 capital stock, will erect wholesale grocery building for F. W. King & Co., contract for which was recently reported awarded to Halsema-Woodcock Construction Co. of Jacksonville; structure to be three stories, 180x60 feet; brick; 45,000 square feet of floor space; mill construction; sprinkler system; electricity and gas; electric elevators; estimated cost \$45,000; plans by Halsema-Woodcock Construction Co.; F. W. King is president, C. B. Van Deman



secretary, both of Jacksonville; J. B. Conrad, vice-president, Deland, Fla.

Little Rock, Ark.—Business Building.—A. C. Read and others contemplate erecting three-story business building.

Lockhart, Texas.—Jail.—Caldwell county awarded contract to T. S. Hodges, Lockhart, at \$22,480 for erection of jail. (Previously mentioned.)

Marion, Va.—Masonic Building.—Masonic lodge will open bids September 15 for erection of Masonic building according to plans prepared by F. P. Milburn & Co., Home Life Building, Washington, D. C.; plans and specifications on file at office of Marion National Bank, Marion; J. G. Fry, chairman, Marion.

Miami, Okla.—Clubhouse.—Commercial Club will erect clubhouse; brick or stone; cost about \$15,000; R. H. Holton, chairman Finance Committee.

Mobile, Ala.—Store Building.—G. B. Thames will erect store building, as reported lately; three stories; brick; mill construction; cost \$13,500; architect, Hutchinson & Garvin, Mobile; contractor, E. E. Ward & Co., Mobile.

Nashville, Ark.—Store Building.—W. W. Brown, Camden, Ark., awarded contract to E. A. Williams, Nashville, for erection of brick store building at Nashville.

New Orleans, La.—Business Building.—A. & C. Denis, representing owners, have had plans prepared by Toledano & Wogan, New Orleans, for business building to replace burned structure; bids are being asked for construction.

Oklahoma City, Okla.—Business Block.—University Development Co., Anton Classen, president, will erect business block.

Orlando, Fla.—Store Building.—P. F. Laubach will erect store building 60x80 feet; cement-block construction; contractor, Frank Hyers.

Pine Bluff, Ark.—Store Building.—Fred Senyard has had plans prepared by Charles L. Thompson, Little Rock, Ark., for store building; contract for erection awarded to Lane & Mitchell, Pine Bluff, as recently stated; 29x120 feet; pressed brick and stone; plate and art glass front; ordinary fireproof construction; direct lighting plant; cost \$10,500.

Richmond, Va.—Armory, etc.—Contract let to A. C. Bedford, Richmond, at \$18,000, for construction of swimming-pool and annex to Richmond Howitzers Armory; central heating plant for two buildings and pool; enamel brick and terrazzo walls and floors; W. L. Carneal, architect; J. A. Johnston, constructing engineer; both of Bank of Richmond Building, Richmond.

Savannah, Ga.—Masonic Temple.—Masonic Lodge has had plans prepared by H. W. Witcover, Savannah, for proposed Masonic Temple; five stories; first and second floors of stone and upper floors of light brick and terra-cotta; on both fronts will be large columns 40 feet high and 5 feet in diameter, surmounted by carved Ionic capitals, extending through third and fourth stories; main entrance through two-story arch into a marble vestibule; two elevators; cost about \$150,000.

Shawnee, Okla.—Greenhouse.—J. G. Brenner, Indianapolis, Ind., will erect \$35,000 greenhouse at Shawnee.

St. Louis, Mo.—Home Building.—Blind Girls' Home has permit to build proposed \$46,500 structure, for which J. H. Lynch of St. Louis prepared plans.

Tulsa, Okla.—Store Building.—Simon Jakowsky is reported as having purchased, at \$15,000, site for erection of store building.

Washington, D. C.—Hospital.—Garfield Memorial Hospital, Florida avenue, opposite 10th street N. W., has had plans prepared by Wood, Donn & Deming, 808 17th street N. W., Washington, for addition to hospital building; three stories; red brick, with stone trimmings; tile roof; porches; fireproof; steam heat; special ventilating system, part of which will consist of exhaust fans in the roof space; 92x36 feet; cost about \$35,000. (Mentioned in June.)

Ybor City, Ind. Sta., Tampa, Fla.—Business Building.—E. H. Steenberg will build business structure to cost \$8000.

Ybor City, Fla.—Business Block.—Giovanno Ferlita will erect business block; two stories; brick; cost \$8000.

## MUNICIPAL BUILDINGS

Baltimore, Md.—Truckhouse.—Competitive plans will be received until September 25 for truckhouse to be erected at Calvert and Read streets. Architects desiring to compete must make same known by letter on or before September 1. Copies of program and plans can be had on application to Edward D. Preston, Inspector of Buildings, City Hall.

Beaumont, Texas.—Market-house.—Municipal market-house, recently mentioned, will be 80x100 feet; two stories; mission style; brick, with stucco trimmings; contain assembly hall; city electric lighting; estimated cost \$20,000; architect, F. W. Steiman; contractors, Weber & Morris, both of Beaumont. (See "Machinery Wanted.")

Chattanooga, Tenn.—Fire Hall.—Johnson & Stewart, 34 News Building, Chattanooga, have received contract for remodeling Georgia Avenue Fire Hall No. 3; cost \$5000; architects, Adams & Alsop, James Building, Chattanooga; H. F. Van Dusen, chairman Board of Public Works. (See "Machinery Wanted.")

Kansas City, Mo.—Fire Station.—Board of Public Works has accepted plans by Edgar C. Paris of Kansas City for fire engine-house No. 25; two stories; front of vitrified brick and cut stone; 30x90 feet; first floor for engine and apparatus; second floor for firemen's dormitory, locker-rooms, shower baths, gymnasium and storage-rooms; accommodations for 12 firemen; electric conduits will be arranged so that alarm will also light all electric lights in buildings.

Ocella, Ga.—City Hall.—City has voted \$9000 bonds for city hall. Address The Mayor. (Previously mentioned.)

Prescott, Ark.—Jail.—City will erect jail. Address The Mayor.

Roanoke, Va.—Fire Station.—City will remodel No. 2 fire station according to plans by H. H. Huggins of Roanoke, which can be obtained at his office; certified check, \$100; W. E. Thomas, clerk.

Savannah, Ga.—Fire Station.—Fire committee of City Council will receive bids until September 1 for erection of fire station on East Side, for which H. W. Witcover, Savannah, has prepared plans; 40x90 feet; two stories; vitrified brick. Contractors may obtain plans and specifications by applying to fire committee, City Hall, and depositing sum of \$20, which will be refunded upon return of plans; surety bond of 50 per cent. of contract price required. (Lately mentioned.)

Tampa, Fla.—City Hall.—City will vote in October on issuance of \$600,000 of bonds to be used for city hall, etc. Address The Mayor. (See "Water-works.")

Wichita Falls, Texas.—City Hall.—City awarded contract to Cox & Snyder of Wichita Falls at \$15,450 to erect city hall.

## RAILWAY STATIONS

Thomasville, Ga.—Florida Central Railroad, Z. Middlebrooks, general manager, Thomasville, will erect stations at Fanlew, Wadesboro, Miccasukee and Roddenberry; contract awarded to J. W. L. Yates, Thomasville.

West Point, Ga.—Chattahoochee Valley Railway, J. A. Avary, general manager, West Point, has, it is reported, awarded contract to J. W. Gresham of West Point to erect \$10,000 railway station at West Point and at other cities on its line.

## SCHOOLS

Annapolis, Md.—St. John's College, Dr. Thos. Fell, president, has completed arrangements for erection of proposed gymnasium; main building 130x60 feet, with addition of a line of smaller buildings; brick; main building will be sheer with exception of running gallery 8 feet broad about 12 feet from floor, encircling interior; shower baths; swimming pools, etc.; steam plant; cost \$25,000; plans by Wyatt & Nolting, Keyser Building, Baltimore, Md.

Anniston, Ala.—City will vote September 21 on bond issue for erection of school building. Address The Mayor.

Aspermont, Texas.—City has voted for erection of school; will probably expend \$10,000. Address The Mayor.

Athens, Ga.—City will open bids August 21 for erection of two school buildings; J. W. Barnett, City Engineer. (Previously mentioned.)

Atlanta, Ga.—City has been authorized to issue \$500,000 of bonds for school purposes; W. J. Campbell, City Clerk. (Recently mentioned. See "Water-works.")

Auburn, Ala.—Alabama Polytechnic Institute, Charles G. Thatch, president, awarded contract to Birmingham Building & Improvement Co., John M. Brooks, president, Birmingham, Ala., to erect commercial agricultural hall, to be known as Comer Hall; Alabama red and buff brick; contract price, \$57,250; Sibley-Minge Brick Co., Birmingham, Ala., will receive contract for brick. (Recently mentioned.)

Austin, Texas.—Christian Woman's Board of Missions awarded contract to Max Schneider, Austin, for erection of school building and residence connected by arcade; each 60x

30 feet; two stories; brick; slate roof; furnace heat; electric lighting; cost \$17,000; plans prepared by Frederick Mann, St. Louis, Mo., and George Endress, Austin.

Baton Rouge, La.—Louisiana State University awarded contract to C. D. Stewart of Baton Rouge at \$10,277 for erection of chemical laboratory; 155x73 feet; three stories; colonial; reinforced concrete; brick walls; electric lighting, etc.; plans by Gavrot & Livaudais, 829 Gravier street, New Orleans, La. (Further facts recently mentioned.)

Blair, Okla.—Bids will be opened August 26 for erection of two-story brick school building at Blair; certified check for \$250; plans and specifications on file at offices of T. J. Galbraith, architect, Hillboro, Texas; J. M. Dale, Altus, Okla., and J. W. Reid, chairman building committee, Blair.

Bristow, Okla.—City awarded contract to L. C. Martin, Bristow, for erection of school building to cost \$15,800.

Buchanan, Va.—Bids will be opened August 21 for erection of one-room school building at Pico; plans and specifications on file at office of O. E. Oberst, Buchanan, or from J. C. Brewbaker, chairman, Botsourt, Va.

Charleston, S. C.—J. T. Snelson, Charleston, S. C., is lowest bidder for erection of domestic science hall at Memminger Normal School; building to be two stories; brick; estimated cost \$10,000; plans by Todd & Benson of Charleston. Address T. W. Passalunague, 141 Meeting street. (Noted in June.)

Charleston, S. C.—Henry A. M. Smith, chairman building committee, Board of Public School Commissioners, will receive bids until August 22 for erection of brick school building at Fishburne, Perry and Sheppard streets; plans and specifications may be obtained from Mr. Smith, 31 Broad street, Charleston, or from J. F. Leitner, architect, Wilmington, N. C.; certified check, \$500.

Charleston, S. C.—Medical College of State of South Carolina, Robert Wilson, Jr., dean, has had plans prepared by D. C. Barbot, Charleston, for college building; two stories; wood; ordinary construction; cost \$4000.

Cordele, Ga.—City will probably vote on bond issue for erection of two school buildings. Address The Mayor.

Daytona, Fla.—City accepted plans by Robinson & Kelly, Atlanta, Ga., for school building; brick; 140x60 feet; tile roof; 12 study-rooms, each with seating capacity of 50 students; auditorium with seating capacity of about 750; laboratories, etc.; gymnasium for boys and another for girls; steam heat.

El Paso, Texas.—Board of School Trustees contemplates erection of addition for manual training to high school to cost \$10,000.

Fort Gibson, Okla.—City will vote on issuing bonds for \$12,000 to build school. Address The Mayor.

Fort Worth, Texas.—City awarded contract at \$16,700 to B. F. Sargent of Fort Worth for erection of school building.

Graymont, P. O. at Birmingham, Ala.—City invites school plans and specifications until August 24; W. A. Lester, Mayor, 2904 Third avenue.

Greeleyville, S. C.—J. F. Register, secretary School Board, will receive bids until August 26 for construction of school building; plans and specifications may be seen at office of Mr. Register or of Shand & LaFaye, architects, Columbia, S. C.; bids to be accompanied by certified check for \$250.

Guthrie, Okla.—City will have plans prepared by Charles H. Schoeller of Muskogee, Okla., for erection of proposed school building to cost \$65,000.

Hartshorne, Okla.—City has voted \$25,000 of bonds for erection of two school buildings. Address The Mayor.

Konawa, Okla.—City has voted \$20,000 of bonds for erection of brick school building. Address The Mayor.

Lynchburg, Va.—Campbell county awarded contract to J. W. Fettes, 204 Pollard street, Lynchburg, for erection of school lately noted; 85x52 feet; mill construction; fan-system heating; cost complete, about \$3000; architect, Lewis Burnham, Lynchburg.

Manning, S. C.—Trustees of School District awarded contract at \$31,327 to Nicholas Itner of Atlanta, Ga., for erection of school previously reported.

Maysville, Okla.—City has voted \$11,000 of bonds for erection of school building. Address The Mayor.

Montgomery, Ala.—Contract will be let August 26 for wiring of engineering building and biological and geological building of University of Alabama; John W. Abercrombie, president. (See "Machinery Wanted.")

Moulton, Ala.—City will open bids August 26 for erection of proposed high-school building. Bond of \$2500 must accompany bid; J. C. Kumpe, chairman building committee.

Newport News, Va.—Virginia State School for Colored Deaf and Blind Children, William C. Ritter, superintendent, will later invite bids for school and dormitory, contract for erecting which was recently reported awarded to B. Morgan of Newport News at \$19,537; structure will be first of group; brick; ordinary construction; temporary furnace for heating; will later build central plant; gas and electricity; plans by C. T. Holtzclaw, Merchants' National Bank Building, Hampton, Va. (See "Machinery Wanted.")

Phillippi, W. Va.—Broadus Institute has had plans prepared by W. F. Davidson, Charleston, W. Va., and awarded contract to Moore Construction Co., Charleston, W. Va., for dormitory building recently mentioned; four stories; 25x150 feet; brick and mill construction; steam heat; electric lighting.

Pryor Creek, Okla.—City has voted bonds for erection of school building. Address The Mayor.

Richmond, Va.—Bids will be opened August 21 for erection of buildings at Eastern Kentucky State Normal School; addition to boys' dormitory, 30 rooms; girls' dormitory, 60 rooms; school, 22 rooms; central heating and lighting plant; hand elevators; boilers, engines, etc.; cost \$100,000. C. C. & E. A. Weber, St. Paul Building, Cincinnati, Ohio, prepared plans. (Recently mentioned.)

Rio Grande City, Texas.—City has voted \$5000 bonds for erection of school. Address The Mayor.

Sapulpa, Okla.—City awarded contract to Emmett Brunson, Sapulpa, for erection of proposed school building; cost about \$25,000. (Mentioned in July.)

Seminole, Okla.—City has voted \$10,000 of bonds for erection of school building. Address The Mayor.

Shady Point, Okla.—City awarded contract to Sherd Terry of Poteau, Okla., to erect school building; cost \$5000.

St. Louis, Mo.—St. Mark's R. C. Church, J. J. O'Rourke, pastor, will build school to cost \$70,000; fireproof; brick faced with Indian Bedford stone; concrete and steel work; chapel to seat 700; auditorium to seat 1200.

Tazewell, Va.—City has ordered plans altered for proposed high-school building; new bids will be asked; cost about \$20,000. Address The Mayor.

Texhoma, Okla.—City has voted \$15,000 of bonds for erection of school building. Address The Mayor.

Tuttle, Okla.—City has voted \$10,000 of bonds for erection of brick school building. Address The Mayor.

Yokum, Texas.—City has not voted, but will vote September 8, on \$32,000 bond issue for erection of school building; Dan T. Price, Mayor.

## THEATERS

Tampa, Fla.—W. G. Lynch, proprietor Royal Theater, will rebuild burned theater at DeSota Park.

## WAREHOUSES

Baltimore, Md.—John Weltzel & Son, 2213 McElderry street, awarded contract to Frank E. Wise, 2427 East Hoffman street, Baltimore, to erect two-story warehouse 36x60 feet.

Baltimore, Md.—Baltimore, Chesapeake & Atlantic Railway Co., Willard Thompson, general manager, Pier 3 Light-street Wharf, awarded contract to Edward Brady & Son, Cathedral and Howard streets, Baltimore, to erect office building and pier sheds on Pier 1, Pratt street; 52x40 feet; two stories; covered with corrugated iron, on reinforced concrete piles; slag roofing; mill construction; hot-water heat; electric lighting; cost estimated at \$35,000; plans by W. H. Cookman, Broad Street Station, Pennsylvania Railroad, Philadelphia, Pa. (Recently mentioned.)

Baltimore, Md.—Johns Hopkins Hospital Trust Estate, John C. Thomas, treasurer, 1063-1069 Calvert Building, has had plans prepared by Arcer & Allen, 47-48 Central Savings Bank Building, southeast corner Charles and Lexington streets, Baltimore, for proposed warehouse at Pratt and Commerce streets; six stories, 56x97 feet; reinforced concrete construction; area of each floor, 5432 square feet; electric elevators; cost about \$60,000; contract awarded to Baltimore Ferro-Concrete Co., 16 St. Paul street, Baltimore.

Bristol, Va.—Hamilton-Bacon-Hamilton Company will, it is reported, build warehouse.

Bryan, Texas.—Farmers' Union has had plans prepared by H. L. Lewis, Bryan, Texas, for warehouse recently mentioned; 115x150 feet; wood; frame covered with galvanized corrugated iron; to be used for weighing and sampling cotton; cost about \$3000; contractor, R. S. Taylor of Bryan.

Gaffney, S. C.—Farmers' Warehouse Co. will award contract August 20 for erection of portion of proposed warehouse.

Gaffney, S. C.—Farmers' Warehouse Co., care of R. C. Sarratt, has had plans prepared by Shands & Lafaye, Columbia, S. C., for erection of warehouse at Gaffney; 70x70 feet; brick; fireproof construction; cost \$40,000; contract will be awarded August 20. (Lately mentioned.)

Huntsville, Ala.—Richmond Oil Co. of Chattanooga, Tenn., will build warehouse at Huntsville.

Lineville, Ala.—Lineville Farmers' Union Warehouse & Storage Co. incorporated with \$30,000 capital stock.

Memphis, Tenn.—Memphis Paper Co., 363 Front street, is formulating plans for construction of proposed warehouse; will install hoisting machinery, probably of chain or cable conveyor type. (See "Machinery Wanted.")

Memphis, Tenn.—South Memphis Land Co. will expend \$7800 in erection of cotton shed; mill construction; 140x416 feet; electric lighting; trolley conveying system will be installed; contract awarded to Fred B. Young of Memphis. (Recently mentioned.)

Memphis, Tenn.—Orgill Bros. will rebuild burned warehouse; brick; mill construction; fireproof; floors reinforced concrete; cost approximately \$100,000; plans have been prepared.

Ocala, Fla.—Irwin County Warehouse & Gin Co. incorporated with \$10,000 capital stock by Warren Fletcher, George Milton, J. N. Gibbs and others.

Richmond, Va.—American Terminal Warehouse Corporation, W. B. West, president, will expend about \$60,000 in erection of storage warehouse recently mentioned; 100x100 feet; five stories; reinforced concrete; steam heat; electric lighting; electric elevator; architects, D. I. Davis Company, Chicago, Ill., associated with Carneal & Johnson, Richmond; contractor, I. J. Smith Company of Richmond.

Tampa, Fla.—Mallory Steamship Line, Henry R. Mallory, president, 80 South street, New York city, will construct 75-foot extension to company's docks and warehouse facilities at Tampa.

Temple, Texas.—Farmers' Union Warehouse Co. incorporated with \$3500 capital stock by E. L. Evans, J. W. Bruce and R. L. Garrett.

## RAILROAD CONSTRUCTION RAILWAYS

Asheville, N. C.—The Appalachian Railway Co., recently chartered, has organized to build a line from Whittier, N. C., on the Murphy branch of the Southern Railway, to Sevierville, Tenn., a total distance of 50 or 60 miles; capital \$100,000. The directors are R. U. Shaffer, president; S. E. Shynaker, vice-president, both of New York; George W. Lex of Philadelphia, secretary; John C. Arbogast of Lake Charles, La., treasurer and general manager; Henry R. Stevens of Asheville, N. C., general counsel, and W. S. Harvey of Philadelphia. The line will develop a large timber tract.

Atlanta, Ga.—The Atlanta Northeastern Railroad Co. has been granted its charter to build a line from Atlanta to Cumming, Ga., about 40 miles, via Alpharetta and Roswell. The line may use any motive power, but the present intention, it is said, is to use electricity; capital \$50,000. The incorporators, as heretofore reported, are T. F. Martin and J. L. Murphy of Atlanta, J. I. Tensley and J. P. Brooks of Alpharetta, J. O. Crowley and C. C. Foster of Roswell, C. L. Harris and W. R. Atwell of Cumming, and F. C. Tate of Jasper, Ga.

Baltimore, Md.—Plans for abolishing grade crossings on the Baltimore & Ohio Railroad south of Camden Station, Baltimore, are under consideration by Isham Randolph of Chicago, consulting engineer, on behalf of the city of Baltimore, and also by the railroad company, of which D. D. Carothers is chief engineer at Baltimore. Mr. Randolph is to report in September.

Charlotte, N. C.—The Charlotte, Columbia & Monroe Railroad Co. is reported to have held a meeting of directors in Atlanta, Ga., to act on the proposed extension to Monroe, N. C., on the Seaboard Air Line. Dr. J. A. McLeay, formerly of Atlanta, but now of McBee, S. C., is president of the road.

Chattanooga, Tenn.—C. E. James of Chattanooga is reported as saying that strong financiers are behind the plan for the Louisville & Pensacola Air Line, which provides for building a railroad from Louisville, Ky., via Chattanooga, Tenn., and Gadsden, Ala., to Pensacola, Fla., including the Chattanooga Southern Railroad as the route between Chattanooga and Gadsden, 98 miles. Foreign capital is also said to be interested.

Chickasha, Okla.—President Scott Jones of the Chickasha Interurban Electric Railway Co., which proposes to build from Chickasha to Sulphur, about 100 miles, is reported as saying that the plan has been financed in New York and the money will be provided as soon as the desired bonuses are raised.

Crellin, Md.—The Kendall Lumber Co. of Crellin is reported to have nearly completed its standard-gauge railroad from Crellin to a point near Parsons, W. Va.

Dallas, Texas.—The Dallas Interurban Electric Railway has been granted a franchise on Beckley avenue. Henry Dorsey is president and C. E. Brown is engineer.

Elkins, W. Va.—The Elkins Electric Railway Co. is reported to have graded three miles of its line from Elkins to Belington, and the line will be completed as far as Harding by late in the fall. J. C. McSpadden is president.

Farmerville, La.—J. W. Hall, civil engineer, is reported to have begun survey near Ruston, La., for the proposed Farmerville & Southern Railway.

Fayetteville, Ark.—Mayor C. A. Mulholland advises the Manufacturers' Record that several parties propose to build an electric railway from Fayetteville to Siloam Springs and Huntsville and are negotiating for a franchise from the city, but no deal has been closed.

Gainesville, Texas.—The Commercial Club is interested in the plan to build an electric railway from Gainesville to Chickasha, Okla., and has appointed Hon. W. H. O'Brien, W. P. Blanton, T. E. Harbour and Secretary Sam J. Helm as a committee to take the matter up with the Commercial Club of Chickasha.

Gainesville, Texas.—The Gainesville, Whitesboro & Sherman Railway Co., which proposes to build an electric railway from Gainesville to Sherman, Texas, 39 miles, and which has recently completed 12 miles of grade, has filed a mortgage to secure \$1,000,000 of 6 per cent. bonds to the American Trust & Savings Bank of Chicago. John King of Gainesville, Texas, is president of the road. J. M. Downard is treasurer and Thomas M. Bosson is secretary.

Gainesville, Texas.—Reported that Philadelphia capitalists contemplate building an electric railway from Gainesville to Dallas, Texas, and also from Dallas to Terrell, Texas, but it may also be proposed to build from Gainesville to Denton and McKinney, Texas. The Mayor of Gainesville may be able to give information.

Gulf, N. C.—The Durham & Charlotte Railroad is reported to have built an extension of four miles from Little River to Troy, N. C.

Hidalgo, Texas.—D. B. Chapin of Hidalgo county, counsel, is reported as saying that contract has been let to Sam Robertson of Brownsville, Texas, for the first 15 miles of a railroad to begin at Brownsville and run through the lower part of Hidalgo county, with San Antonio, Texas, as its objective. Construction will start near Elbezzer, Texas, in Hidalgo county, probably within 30 days. Survey has been made for 25 miles. Those interested are R. F. Scott, A. G. Hubbard, John C. Gibbons, Ralph Spears, Sarjent Braden and T. J. Van Zandt of Paris, Texas; John Closner of Hidalgo and J. M. Johnson, Sr., of Mercedes, Texas.

Houston, Texas.—An officer of the proposed Yankton Southern Railroad is reported as saying that right of way and land for terminals in various cities and at tidewater have been secured to the amount of 87 per cent. of what is desired, and prospects for building are good. Surveys are completed as heretofore reported. No date set to receive construction bids. Fremont Hill is president at 422 Northern Building, Wichita, Kan., and C. S. Corrigan is chief engineer at Galveston, Texas.

Huntsville, Ala.—James E. Toney, contractor for the second section of five miles on the Nashville & Huntsville Railway, is reported to have begun work.

Jacksonville, Fla.—J. B. Munson, vice-president of the Georgia Southern & Florida Railway, is reported as saying that the company contemplates a great many improvements to the terminal property in Jacksonville and that they will be gradually made. W. C. Shaw, Jr., is chief engineer at Macon, Ga.

Leesville, La.—President Michael O'Brien of the Alexandria, Leesville, Lufkin & Western Railway Co. is reported as saying that as soon as arrangements can be made for capital, construction contracts will be let. Proposed line is from Alexandria, La., via Leesville, La., to Lufkin, Texas, 179 miles. Survey is partly made and right of way obtained.

Leslie, Ark.—Reported that the Missouri & North Arkansas Railroad Co. contemplates continuing its line, which is now under construction, as far south as New Orleans, this extension to be made from Helena, Ark. W. S. Dawley is chief engineer of the Allegheny Construction Co., St. Louis, Mo., which has the contract for building the present extension from Leslie to Helena. D. R. Francis is chairman of the board and John Scullin is president of the railroad; both at St. Louis.

Marshall, Texas.—The sale of the Texas Southern Railroad to Osce Goodwin and J. F. Strickland of Dallas, E. T. Key of Marshall, Texas, and others, including the St. Louis Union Trust Co., has been confirmed by the court, and the new owners will, it is stated, immediately begin improvements on the main line, 74 miles long, from Marshall to Winnboro, Texas. It is reported that E. T. Perkins of St. Louis will have charge of the road.

McKinney, Texas.—Mr. J. S. Heard of McKinney writes the Manufacturers' Record that the Fort Worth, McKinney & Bonham Traction Co. is at present only a prospect, but it is hoped to soon form an organization. A previous report said that Mr. Heard and others proposed to build a railway to connect the three places.

Mobile, Ala.—George S. Bressler of Gulf Crest, Ala., is reported as saying that within two months surveys will be under way for the proposed electric railway to connect Mobile with Citronelle, Ala., 30 miles. Right of way has been secured. Over \$500,000 will be spent. C. A. Elkins of Louisville, Ky., is also interested, together with others of that place and Cincinnati. High-speed electric cars will be used. Reported that the name of the line will be Mobile & Gulf Interurban Electric Railway.

Monroe, La.—Reported that financial arrangements have been completed to build the proposed Monroe, Farmerville & Hope Railroad, and Colonel Nicholas, chief engineer, is reported as saying that negotiations with contractors are in progress for the construction.

Morgantown, W. Va.—Reported that orders have been given by the company to build immediately five miles of the proposed line of the Morgantown and Dunkard Valley Traction Co.

Mount Sterling, Ky.—Reported that H. R. Stone, T. C. Beyland and others of Chicago who are interested in the proposed Cincinnati, Kentucky & Virginia Railroad contemplate using part of the Cincinnati, Georgetown & Portsmouth Electric Railway to enter Cincinnati.

Mullens, W. Va.—The Virginian Railway Co. is reported to have bought 92 acres of land in Mullens, W. Va., for yards to accommodate 4000 cars. H. Fernstrom is chief engineer at Norfolk, Va.

Nashville, Ark.—The Memphis, Paris & Gulf Railway Co. has amended its charter to extend from Ashdown, Ark., to Murfreesboro, Ark., 15 miles. The line is now 28 miles long, from Nashville to Ashdown. The capital stock is also to be increased from \$125,000 to \$445,000. The extension will be via Hingen and Tokio. C. C. Henderson is vice-president and general manager at Nashville, Ark.

Nevada, Mo.—C. C. McFann, general manager of the proposed Kansas City & Springfield Southern Railway, is quoted as saying that work will not be started this year on account of financial conditions. Surveys have been made from Nevada to Springfield, Mo., with a branch to Carthage, Mo.; total length of line, 140 miles. It will be an electric road. W. P. Forsyth is president, S. A. Wight secretary, and J. W. Creekman is treasurer, all at Nevada, Mo.; capital, \$3,750,000.

Portsmouth, Va.—The receivers of the Seaboard Air Line have sent \$3,000,000 of receivers' certificates to Richmond for approval by the United States Circuit Court to provide for certain work. R. Lancaster Williams and S. Davies Warfield of Baltimore and Edward C. Duncan are the receivers. W. L. Seddon of Portsmouth, Va., is chief engineer. W. A. Garrett is chief executive officer, also at Portsmouth.

Rockland, Texas.—The Burr's Ferry, Brownlee & Chester Railroad is reported to have completed three miles more of track from Aldridge to Turpentine.

Rockwood, Tenn.—The Roane Iron Co. is reported to have begun grading for about one mile of railroad near West in Cumberland county to develop an ore deposit.

Shubuta, Miss.—The Kaupp Lumber Co. is reported to be securing estimates to build a railroad extension from its present line to Laurel, Miss., 10 miles.

Sparks, Ga.—Mayor J. S. Sirmans, one of the promoters of the line, writes the Manufacturers' Record that the Sparks & Western Railroad will be about 25 miles long, from Sparks, on the Georgia Southern & Florida and the Georgia & Florida railways, to Moultrie, Ga., on the Atlantic Coast Line (old Atlantic & Birmingham) and the Georgia Northern Railroad. He denies the press report that contract has been awarded, but says that work will, however, be started about September 1. Application has been made for charter. Those interested are Jno. R. Barfield, Unadilla, Ga.; R. L. Wilson, Cordele, Ga.; W. J. Rogers, H. C. McDermid, B. Z. Whitthurst, J. M. Studsill, J. S. Sirmans, F. C. Adams, B. A. Rowland, W. J. McKinzie, A. J. Whitthurst and S. G. Etheridge, all of Sparks, Ga.

Spring Hope, N. C.—Reported that a lumber company is building a railroad from Spring Hope toward Raleigh, 25 miles, and that about 10 miles have been graded.

Stephenville, Texas.—Col. L. J. Polk, vice-president of the Stephenville North & South Texas Railroad, is reported as saying that arrangements have been made to extend the line into the Palo Pinto county oil fields; also that an extension will be made from Hamilton south to Pampas; address, Stephenville, Texas.

Sweetwater, Texas.—The Kansas City, Mexico & Orient Railway has, it is reported, built 12.6 more miles of track from Benjamin to Truscott, Texas.

Terrell, Texas.—An officer of the Texas Midland Railroad writes the Manufacturers' Record that the recent bond issue is merely to refund outstanding debt, and so far there is no new construction proposed or contemplated.

Valdosta, Ga.—Reported that E. L. Bemiss, vice-president of the Georgia & Florida Railway Co. at Douglas, Ga., has conferred with the city authorities and several prominent business men about the proposition to establish the company's shops and yards at Valdosta. From \$150,000 to \$200,000 are to be expended. G. B. Hazellhurst is chief engineer at Douglas, Ga.

Washington, D. C.—The Baltimore & Ohio Railroad has been granted permission by the District of Columbia Commissioners to build its proposed branch from Linden, Md., via Chevy Chase lake to Georgetown, D. C., about five miles. D. D. Carothers is chief engineer at Baltimore, Md. The new line is known as the Washington & Western Maryland Railroad.

Washington, D. C.—The Baltimore & Ohio Railroad is reported to have begun construction on its new line from Linden, Md., to Georgetown, D. C., about seven miles. This is known as the Washington & Western Maryland Railroad.

Wayne, W. Va.—The Norfolk & Western Railway is reported to have put in service its new branch from Wayne to East Lynn, W. Va., eight miles.

Wichita Falls, Texas.—The Wichita Falls & Southern Railway is reported to have practically completed its extension to Olney, Texas.

Winnfield, La.—Reported that M. Tansey of Winnfield has been given the contract to build the five miles railroad of the Southern Mineral & Land Improvement Co. of New Orleans from Winnfield to its quarry. J. F. Coleman, Hibernia Bank Building, New Orleans, is chief engineer. I. L. Lyons of New Orleans is president.

## STREET RAILWAYS

Abilene, Texas.—Track construction on the Abilene Street Railway is reported to have begun, Mayor E. N. Kirby driving the first spike.

Baltimore, Md.—Construction has begun on the Baltimore, Halethorpe and Elkridge Railway from a connection with the line of the United Railways & Electric Co. on Wilkens avenue to Halethorpe. Carville D. Benson of Halethorpe, Md., and others are interested.

Pensacola, Fla.—The City Council has refused the street-railway franchise applied for by Louis Foley.

San Angelo, Texas.—E. E. Bailey, president of the Angelo Traction Co., is reported to have been notified of the shipment of cars for the street railway, and two miles may be operated by September 1.



Somerset, Ky.—A deal is reported on for the sale of the Somerset Water, Light & Traction Co. to Chicago and Louisville capitalists. It is said that many improvements will be made, including an electric-railway extension for several miles. Some time ago an extension to Burnside, Ky., eight miles was projected. W. G. Hunter of Somerset is president.

St. Augustine, Fla.—Reported that the St. Johns Light & Power Co. will build an extension into New Augustine.

Tyler, Texas.—A movement is reported under way to secure a street railway in Tyler. John H. Bonner, the Mayor, can give information.

Yazoo City, Miss.—Reported that the street-railway bonds issued by the city a year ago have been signed and delivered to the Saunders-Johnson Co., and construction is to begin immediately, the line to be completed in 90 days.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressors.—H. W. Dexter, 96 Liberty street, New York, wants descriptions and prices of air compressors for riveting machines.

Asbestos.—See "Roofing."

Bagging and Ties.—Trustees Mississippi State Penitentiary, Laurence Yerger, secretary, Jackson, Miss., in market for 27,000 yards 48-inch bagging, 7000 yards No. 2 jute bagging, 200 bundles ties and gin compress ties for 4500 bales.

Box Machinery.—Lawrenceville Lumber & Box Co., Lawrenceville, Va., wants second-hand box-board matcher and gluer.

Box-shook Machinery.—S. N. Peters, Greensboro, N. C., wants information on box-shook machinery.

Brick Machinery.—Ladd Fire-Brick Works, Fort Payne, Ala., wants prices on second-hand pug mill.

Bridge Construction.—Board of Marion County Commissioners, Ocala, Fla., will receive bids until September 9 for construction of steel bridges across Ocklawaha river at Sharp's Ferry and at Moss Bluff Ferry. Copies of plans and specifications can be obtained at office of Austin Bros., architects, Atlanta, Ga., or from S. T. Sistrunk, clerk of Circuit Court, Ocala.

Briquetting Machinery.—Texas Briquette Fuel Co., 414 Slaughter Building, Dallas, Texas, wants information and estimates on machinery for manufacturing coal briquettes.

Building Material.—C. F. Nelms, Portsmouth, Va., will receive catalogues and other data as to building material for \$5000 residence.

Building Materials.—Harn & Hines, 213 North Calvert street, Baltimore, Md., want prices on building materials for \$11,000 frame and stucco dwelling.

Cable.—Office of Commissioners District of Columbia, Washington, D. C. Sealed proposals will be received until August 28 for furnishing underground signal and telephone cable for Electrical Department of District of Columbia. Separate bids will be considered for several items enumerated. Specifications and blank forms of proposals may be obtained at this office; Henry L. West, Jay J. Morrow, Commissioners District of Columbia.

Cement.—Barboursville Water-works Co., Barboursville, Ky., wants prices on cement.

Chain or Cable Conveyors.—See "Hoisting Machinery."

Chair Machinery.—Johnson Chair Co., Morristown, Tenn., wants catalogues and prices on chair machinery.

Channel Bars.—See "Wire Laths, etc."

Concrete-block Machinery.—Ashland Oil Mill & Fertilizer Co., Ashland, Ala., wants machinery for manufacturing concrete blocks.

Conveying Machinery.—See "Crushers, Grinders, etc."

Corn-meal Machinery.—See "Flouring Machinery."

Cotton Gins.—B. Ewing, Odenville, Ala., will open bids on September 1 for three 70-saw gin outfit.

Cotton Ties.—See "Bagging and Ties."

Crusher.—See "Mining Machinery."

Crushers, Grinders, etc.—Beaver Creek Lime Co., care C. H. Foy, Kinston, N. C., wants power crushers, grinders and conveyors.

Crushing Machinery.—See "Briquetting Machinery."

Drainage Machinery.—R. O. Bagley, Moyock, N. C., in market for drainage machinery.

Drainage Machinery.—R. O. Bagley, Moyock, N. C., wants data and estimates on machinery for drainage of swamp-lands.

Dredger.—R. O. Bagley, Moyock, N. C., in market for dredge to drain swamp lands.

Dredging.—Bids will be received at engineers' office, U. S. Army, Room 2, Custom-house, Norfolk, Va., until September 14 for dredging in Hampton Roads, Va.; information on application; Joseph E. Kuhn, Major, Engineers.

Drying and Washing Machinery.—See "Mining Machinery."

Electrical Equipment.—See "Telephone Equipment."

Electrical Equipment.—Board of Public Works, J. W. Pentecost, superintendent, Nashville, Tenn., will receive bids until September 1 for furnishing Light Department with electrical equipment, to consist of alternating-current generator to be driven by horizontal steam turbine, excitors, pumps, piping, switchboard equipment, etc.

Electrical Machinery.—Warner Arc Lamp Co., W. T. Warner, secretary, Muncie, Ind., will require dynamo and small power motors.

Electrical Wiring.—Bids will be received at office of Braxton B. Comer, Governor, Montgomery, Ala., until August 26 for wiring of engineering building and biological and geological building of University of Alabama; plans and specifications at office of John W. Abercombie, president of university.

Electric Conduits and Wiring.—Contract will be awarded September 22 for electric conduits and wiring, heating apparatus, gas-piping and plumbing for United States post-office to be erected at Greenwood, S. C.; James Knox Taylor, supervising architect, Washington, D. C. (See "Government and State Buildings.")

Electric Pump.—See "Pump."

Electric Wiring.—Office of Building for National Museum, Library of Congress, Washington, D. C. Sealed proposals for furnishing, delivering and installing electric wiring required for south pavilion of new building for National Museum will be received until August 31; specifications and other information furnished on application; Bernard R. Green, superintendent of construction.

Elevators.—Bids will be received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 5 for furnishing and installing five electric elevators at navy yard, Norfolk, Va.; plans and specifications can be obtained on application to bureau or commandant of navy yard; R. C. Hollyday, chief of bureau.

Engine.—See "Gasoline Engine."

Engine.—See "Water-works."

Engine.—Warner Arc Lamp Co., W. T. Warner, secretary, Muncie, Ind., will require oil engine.

Engine.—Escambia Land & Manufacturing Co., Pensacola, Fla., wants 250 to 300-horse-power engine to drive sawmill; second hand.

Engines.—See "Marine Engines."

Engines.—See "Gas Engines."

Engines.—See "Gasoline Engines."

Excavating Equipment.—See "Drainage Machinery."

Fire Protection.—See "Sprinkler Systems."

Flouring Machinery.—Geo. C. Carpenter, Box 656, Augusta, Ga., wants to correspond with manufacturers of flouring machinery for stock feed, corn meal, grits and wheat flour.

Gas Engines.—Barboursville Water-works Co., Barboursville, Ky., wants prices on gas engines; 32 to 35 horse-power.

Gasoline Engines.—See "Marine Engines."

Gasoline Engine.—See "Engine."

Gasoline Engines.—Leo V. Davis, Woods, Fla., wants two one-half or three-quarter-horse-power gasoline or oil engines.

Gasoline Engine.—W. M. Absher Company, North Wilkesboro, N. C., wants two to three-horse-power second-hand gasoline engine.

Gas-piping and Plumbing.—See "Electric Conduits and Wiring."

Generator.—See "Water-works."

Glove Bands.—Lynchburg Glove & Mitten Co., Lynchburg, Va., wants samples and prices of narrow fabrics for bands for canvas gloves.

Grading.—Bids will be received at office of Alvah H. Martin, Clerk of Norfolk County, Portsmouth, Va., until August 17 for grading 50 miles of roads 25 feet wide in Norfolk county with steam road grading machine; bids to state price per mile; F. L. Portlock, Road Engineer.

Heating Apparatus.—See "Electric Conduits and Wiring."

Grinding Mill.—See "Tube Mill."

Heating and Ventilating Plants.—Office of J. B. Brown, Superintendent of County Schools, Chattanooga, Tenn. Sealed proposals will be received until August 28 for heating and ventilating three county school buildings, at Hill City, Hixson and Sale Creek, according to plans and specifications prepared by Adams & Alsop, architects, Chattanooga, at whose office copies of plans and specifications and blank forms of proposals can be procured; certified check, \$300.

Heating Equipment.—Virginia State School for Colored Deaf and Blind Children, William C. Ritter, superintendent, Newport News, Va., will later invite bids for heating equipment and plumbing for school and dormitory building to be erected. (See "Schools.")

Heating Plant.—J. B. Brown, secretary Board of Education, Hill City, Tenn., will receive bids until August 24 for installing heating system at "Old Normal College;" plans and specifications on file at office of Architect R. H. Hunt, James Building, Chattanooga, Tenn.

Heating System.—Department of Interior, Jesse E. Wilson, acting secretary, Washington, D. C., will receive bids until August 31 for additional heating system for Freedmen's Hospital and Howard University; drawings and specifications furnished on request; certified check for \$25 to guarantee safe return.

Iron Tanks.—See "Tanks."

Ironworking Machinery.—See "Machine Tools."

Hoist Tower.—Department of Justice, R. V. LaDow, Superintendent of Prisons and Prisoners, Washington, D. C. Sealed proposals will be received until September 2 for furnishing and delivering at United States Penitentiary, Atlanta, Ga., (a) steel rails, fittings and spikes, to be used under hoist tower; (b) boom derrick fittings to be used on hoist tower; (c) iron and steel work, including flanged wheels and bearings and same, to be used in erection of hoist tower, in accordance with specifications, copies of which, together with further information, may be had upon application; applicants should state which specifications are wanted.

Hoisting Machinery.—Memphis Paper Co., Memphis, Tenn., wants data and prices on hoisting machinery—chain or cable conveyor and other types.

Ice Plants.—Ocala Manufacturing Co., Ocala, Fla., wants prices on equipment, except boiler, for daily capacity of 25 tons and 40 tons.

Jute Bagging.—See "Bagging and Ties."

Laundry Machinery.—W. H. Anderson, Celina, Tenn., wants to correspond with manufacturers of laundry machinery.

Laundry Machinery.—J. M. Rowzie, Cambria, Va., in market for second-hand steam laundry machinery.

Machine Tools.—Warner Arc Lamp Co., W. T. Warner, secretary, Muncie, Ind., will require power punch and dies, small riveting machines, lathes, milling machines, shapers, drill press, planing outfits, small tools, etc.

Machine Tools.—H. W. Dexter, 96 Liberty street, New York, wants descriptions and prices of planers, radial drills, upright drill presses, shapers, engine lathes, pulley lathes, driving-wheel lathes, wheel press, bolt and nut machines, pipe-threading machines, flue welders, air compressors for riveting machines, etc., for sawmill machine shop; new and second hand.

Marine Engines.—Joe S. Davis, Franklin, Va., wants prices on marine engines for gasoline launches.

Metal-working Machinery.—See "Machine Tools."

Mill Supplies.—Geo. C. Carpenter, Box 656, Augusta, Ga., wants to correspond with manufacturers of mill supplies.

Mining Machinery.—Irvington Mineral Co., J. M. Senseman, president, Parkersburg, W. Va., will buy crusher, screen, rolls and washing and drying machinery.

Novelties.—Streets Novelty Co., Box 223,

Seneca, S. C., in market for novelties, etc., for mail orders.

Oil Engine.—See "Engine."

Oil Engines.—See "Gasoline Engines."

Packing, Rubber Valves, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until September 14 for furnishing packing, rubber valves, vitrified pipe, etc. Blanks and general information relating to Circular No. 461 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Business Men's League, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash. F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Paint.—Bids will be received at office of R. V. LaDow, Superintendent Prisons and Prisoners, Department of Justice, Washington, D. C., until September 2 to furnish and deliver at U. S. Penitentiary, Atlanta, Ga., 200 gallons asbestos or similar fire and waterproof paint, in accordance with plans and specifications, copies of which may be obtained at above office.

Paper Buckets.—Carr Bros., Hattiesburg, Miss., want addresses of manufacturers of paper buckets and similar paper articles.

Paper Manufacturers.—G. M. Ryan, Rockdale, Texas, wants to correspond with paper manufacturers relative to supplying fiber (finer than cotton stalk) for test in manufacturing paper.

Paving.—Bids will be received until August 25 for paving and curbing certain sidewalks at Hugo, Okla., in accordance with plans and specifications on file in office of City Engineer; work to be paid for in 10 equal annual amounts; usual rights reserved; W. L. Loftin, C. L. Webb and W. R. McMillan, sidewalk committee.

Paving.—E. A. Fletcher, Mayor, Beaumont, Texas, will open bids September 1 for construction of approximately 17,633 yards of vitrified brick pavement and 7307 linear feet concrete curbing; proposals must be accompanied by certified check for \$2000; plans and specifications and bidding sheets on file at office of C. L. Scherer, City Engineer.

Paving Blocks.—Johnson & Stewart, 34 News Building, Chattanooga, Tenn., want prices on creosoted-wood paving blocks; price per yard 3½ inches deep.

Paving.—Baltimore (Md.) Board of Awards, care J. Sewell Thomas, City Register, will receive bids until August 26 to grade, curb, gutter and pave with bitulithic, asphalt blocks, vitrified bricks or sheet asphalt Garrison avenue from New Liberty road to northern city limits; James H. Smith, president Commissioners for Opening Streets, City Hall Annex.

Paving.—W. E. Thomas, clerk of Council, Roanoke, Va., will open bids August 27 for constructing six-foot granolithic walk on Shenandoah and Holiday avenues; certified check \$50; also for constructing full-width granolithic walk with granite curbing on Gilmer avenue; certified check \$50; specifications and proposals may be obtained from W. B. Bates, City Engineer.

Paving.—J. M. Ledbetter, City Clerk, City Hall, Anniston, Ala., will receive bids until August 26 for material and labor for laying cement sidewalks on 17th, 18th, 20th, Noble and other streets; for specifications and particulars address Mr. Ledbetter; Thomas E. Kilby, Mayor.

Paving.—Mayor and Board of Aldermen, Pascagoula (P. O. Scranton), Miss., will receive bids until September 2 for furnishing materials and constructing about 100,000 square feet concrete sidewalk; 20,000 linear feet concrete combined curb and gutter and necessary crossings and culverts; certified check for 3 per cent. of amount of bid; for specifications and blank forms address J. D. Clark, chairman City Improvement Committee, Scranton, Miss., or Walter G. Kirkpatrick, engineer, Jackson, Miss.

Paving Blocks.—Johnson & Stewart, contractors, 34 News Building, Chattanooga, Tenn., want catalogues and prices on creosoted-wood paving blocks.

Pipe.—City of Spartanburg, S. C., will buy several miles of water pipe. W. B. W. Howe, engineer in charge.

Plumbing.—See "Heating Equipment."

Printing Press.—Lawrenceville Lumber & Box Co., Lawrenceville, Va., wants second-hand box-printing press.

Pulverizer.—See "Tube Mill."

Pump.—City of Spartanburg, S. C., will buy electric pump with daily capacity of 2,000,000 gallons; W. B. W. Howe, engineer in charge.

Pumps.—See "Drainage Machinery."

Pumps.—Barboursville Water-works Co., Barboursville, Ky., wants prices on duplex or triplex pumps for gas engine connection; 300 gallons per minute against 120 pounds.

Rails.—Jos. E. Bowen, Bank of Commerce Building, Norfolk, Va., in market for three miles 45 to 56-pound railers; prompt shipment for Virginian Railway delivery.

Rails and Angles.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for three miles of 90-pound steel rails and angles complete, New York delivery.

Reservoir Construction.—See "Water-works."

Road Construction.—Road Commissioners (Jno. H. Caldwell, John W. Swadley, John G. Preston), Bristol, Tenn., will open bids August 22 for grading and macadamizing about 25 miles of roads in Sullivan county; profiles and specifications can be seen in office of F. G. Phillips, C.E.; certified check for 2 per cent. of bid.

Road Roller.—D. F. Hill, 449 Equitable Building, Baltimore, Md., wants 10-ton steam road roller.

Roofing.—Weber & Morris, Beaumont, Texas, want prices on asbestos and Bangor slate roofing.

Safe.—Lawrenceville Lumber & Box Co., Lawrenceville, Va., wants fireproof safe weighing about 1000 pounds; second-hand.

Saw.—J. W. Miner, Ronda, N. C., wants second-hand Sinker-Davis power-feed rip saw.

Sawmill Machinery.—Eagle Lumber Co., 365 Stewart Building, Houston, Texas, will want second-hand sawmill machinery.

Saws.—Marion Iron Works, Marion, S. C., wants second-hand resaw.

Saw Shop Tools.—See "Machine Tools."

Sewer Construction.—W. E. Thomas, clerk of Council, Roanoke, Va., will open bids August 21 for constructing sewers to accommodate properties on north and south sides of Rorer avenue; certified check \$50; also to accommodate properties on north and south sides of Elm avenue, east and west sides of 9th street, on south side of Bullitt street and south side of Jameson avenue; certified check \$150; contractor to bid separately on each portion of work; plans, specifications and proposals can be obtained from W. B. Bates, City Engineer.

Sewer Construction.—Bids will be received at office of Commissioners District of Columbia (Henry L. West and Jay J. Morrow), Washington, D. C., until September 11 for constructing section C of the East Side Intersecting sewer, boundary to Brookland; forms and specifications on file at office of chief clerk Engineer Department, Room 427 District Building, Washington, D. C.

Sheet Metal.—Baltimore Metal Stamping & Manufacturing Co., 429 North High street, Baltimore, Md., wants prices (from tinplate mills) on galvanized and black sheet metal.

Slate.—See "Roofing."

Sprinkler Systems.—Carolina Engineering Co., Abbeville, S. C., wants addresses of manufacturers of sprinkler systems for fire protection.

Steam Shovel.—R. O. Bagley, Moyock, N. C., in market for steam shovel to drain swamp lands.

Tanks.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for 10 cylindrical iron tanks similar to those on tank cars; capacity 6500 to 8000 gallons.

Telephone Equipment.—King William Telephone & Telegraph Co., W. T. Mooklar, president, Mangohick, Va., wants prices on electrical equipment for telephones.

Tube Mill.—Reynoldsville Silica Co., Reynoldsville, Ill., wants tube or pebble mill for grinding silica; new or second-hand.

Veneering Machine.—Marion Iron Works, Marion, S. C., wants second-hand veneering machine.

Water-works.—University of Alabama, Jno. W. Abercrombie, president, University, Ala., will open bids September 7 for furnishing materials and constructing water-works, including concrete dam and power-house; copy of specifications and bidding sheets furnished on application.

Water-works.—Mayor and Board of Aldermen, Clarksdale, Miss., will open bids August 24 for constructing 250,000-gallon roofed reservoir and reinforced concrete chimney; 300-kilowatt 3 phase engine-type generator; 450-horse-power simple Corliss or 4-valve engine for generator; for specifications address Walter G. Kirkpatrick, Jackson, Miss.

Wire Laths, etc.—C. D. Stewart, Box 18,

Baton Rouge, La., wants prices on Roebbling or Clinton No. 20 galvanized-iron laths and channel bars for partitions and ceilings.

Woodworking Machinery.—See "Saws."

Woodworking Machinery.—See "Veneering Machine."

Woodworking Machinery.—See "Chair Machinery."

Woodworking Machinery.—See "Box Machinery."

Woodworking Machinery.—See "Box-shook Machinery."

## INDUSTRIAL NEWS OF INTEREST

### Will Use H. Stevens' Sons Sewer Pipe.

Sewer pipe manufactured by the H. Stevens' Sons Company of Macon, Ga., will be used by the Jett Bros. Contracting Co. of Mobile for the \$30,000 worth of sewer work for which contract was awarded last week by the city of Mobile, Ala.

### Contractors Wanted to Move Building

P. E. West, chairman of building committee, Methodist Church, Hopkinsville, Ky., wants to correspond with contractors prepared to undertake the removal of a frame two-story 55x75-foot building a distance of about 153 feet.

### Furniture Factories for Sale.

Bids are invited until September 17 for purchase of the Ware-Hatcher furniture factories, the upset price named by the court being \$225,000. Full inventory and other information can be obtained by addressing W. D. Ellis, Jr., one of the trustees, Prudential Building, Atlanta, Ga.

### Represents Automatic Refrigerating Company.

The Automatic Refrigerating Co., Hartford, Conn., is represented in the District of Columbia, Virginia, West Virginia, North and South Carolina, by Charles A. Hovey, sales engineer and agent, with office in the Metropolitan Bank Building, Washington, D. C.

### To Represent Northern Water Softener Co.

The Northern Water Softener Co. of Madison, Wis., has made arrangements to be represented in the Atlanta district by W. A. Vaughan, Jr., 913 Empire Building, Atlanta, Ga. This company offers the Barlett system for water softening, in the installation of which it has been especially successful.

### The Zimmerman Steel Co.

The Zimmerman Steel Co. is the new title of the Monarch Rubber Co., the change having been made some months ago. This company is manufacturing most of its machinery from semi-steel and crucible cast steel, having installed a modern plant for making steel castings, said to be the only plant of its kind in Iowa. The Zimmerman Steel Co. is located at Lone Tree, Iowa, and manufactures the Monarch grinders, scales, feed grinders, building fronts, brass, bronze and aluminum castings, etc.

### Berger Prong-Lock Steel Studs.

It will require 20,000 linear feet (not 2200, as stated last week) of the Berger prong-lock steel studs for the Bisbee Building at Jacksonville, Fla. J. H. Deering, district sales agent, Prudential Building, Atlanta, Ga., for the Berger Manufacturing Co. of Canton, Ohio, manufacturer of the studs, reports that both the Bisbee Building and the Masonic Temple at Jacksonville are framed with reinforced concrete, and that they are having marked success with their partitions in reinforced concrete structures.

### Chas. A. Hovey Represents Automatic Refrigerating Co.

There is an increasing demand for automatic systems of refrigeration, ice and cold-storage plants, and the needs of the District of Columbia, Virginia, West Virginia, North Carolina and South Carolina are to be supplied by Chas. A. Hovey, office in the Metropolitan Bank Building, Washington, D. C. Mr. Hovey is general sales agent for the States named for the Automatic Refrigerating Co., Hartford, Conn., which builds automatic systems of the character mentioned. Success is attending Mr. Hovey's efforts, and he anticipates securing numerous contracts during the balance of the year.

### Enlarging Goldschmidt Thermit Plant

A machine shop and foundry is under construction for the Goldschmidt Thermit Co. of 90 West street, New York. The building occupies 31x90 feet just back of the present factory in Jersey City, and it is to be equipped for handling to better advantage the extensive repair work which is now being carried on at these works. Traveling cranes will be provided, and no expense will be spared to make the building the most complete Thermit repair shop in the country. Special attention will be paid to the rapid

execution of repair to electric-motor cases, truck frames, cast-steel gear wheels, crank shafts and, in fact, any wrought-iron and steel sections not exceeding 2000 pounds in weight.

### Standard Blower & Metal Manufacturing Co.

The Atlanta Blowpipe Co., Atlanta, Ga., has changed its name to the Standard Blower & Metal Manufacturing Co., increased capital stock, and is installing equipment for producing blower systems on the most economical basis. S. L. Rich is president and treasurer, H. J. Hinchey vice-president and general manager, J. H. Drewry secretary, and J. W. Hinchey assistant general manager. The new company reports that its trade is rapidly increasing and that some extensive contracts have recently been taken. One of the latter is for installing the slow-speed system in the new shop of the Atlanta & West Point Railway at Montgomery, Ala.

### "Don't Throw Away Broken Castings."

In advising against the throwing away of broken castings, the M. & W. Brazing Co. calls attention to its facilities for brazing castings. This company has been successful in its specialty and announces that it is prepared to braze all kinds of castings, from small automobile parts to electric locomotive frames. It offers to guarantee its brazing to be stronger than the original casting. It handles broken sprocket wheels, gear wheels, rocker arms, bed plates, boiler castings, cast-iron pipe fittings, cylinders, water jackets, etc., and can put new center walls in bronze or iron valve chambers. J. H. Poole is manager of the M. & W. Brazing Co., with offices at 418 South Charles street, Baltimore, Md.

## TRADE LITERATURE.

### Ernst Wiener Industrial Railways.

A leaflet issued by the Ernst Wiener Company calls attention to that manufacturer's offerings of industrial railways for various purposes. The company designs and builds complete equipments of portable and industrial tracks, with accompanying fastenings, switches, crossings, etc.; also dump and hopper cars, etc. General offices of Ernst Wiener Co. at 66 Broad street, New York.

### Taylor's Spiral Riveted Pipe.

Pamphlet No. 22 of the American Spiral Pipe Works, Chicago, Ill., illustrates and describes in detail that company's manufacture of Taylor's spiral riveted pipe, forged steel pipe flanges, hydraulic and exhaust steam supplies. The pamphlet tells of the advantages gained by using spiral riveted pipe, as evidenced by the results obtained in actual practice by many engineers, contractors, mining and manufacturing companies. It will interest pipe users.

### Du Bois Gas and Gasoline Engines.

Du Bois horizontal gas engines designed to operate on natural gas, illuminating gas or gasoline are described in an illustrated book now ready for mailing to interested inquirers. This publication tells of the latest improved types for general power purposes and electric-lighting service, the explanations being accompanied by detailed photographic views of the engines and their important features. The Du Bois engines of both stationary and portable types have established a reputation for efficiency, economy and durability. They are designed and built by the Du Bois Iron Works, Du Bois, Pa.

### American Sawmill Machinery.

A most complete line of sawmill machinery of every character required in a modern plant is listed in catalogue No. 15 of the American Sawmill Machinery Co. This company's publication is fully illustrated and gives descriptions of the numerous machines offered, as well as some important information regarding mills in general and the company's extensive plant, where its machinery is designed and built. Managers of plants wherein sawmill machinery is required will find it advantageous to have a copy of the company's No. 15 catalogue for reference. The American Sawmill Machinery Co. is located at Hackettstown, N. J.

### Dixon's Ticonderoga Flake Graphite.

An attractive booklet of envelope size, entitled "Dixon's Ticonderoga Flake Graphite," has been issued by the Joseph Dixon Crucible Co., Jersey City, N. J. It is printed in two colors, black and red, and this color scheme is carried out on the cover by using a black cover stock and red ink for printing the cover design, which shows a title in the form of a seal. Inside the data is arranged, page for page, each page dealing with some particular phase of the graphite subject. At the bottom of the page is given a "third party's" testimony, bearing, whenever possible, on the particular phase treated on that page. Anyone interested in machinery of any sort will find in this booklet some information to interest them.

### Chicago Improved Cube Concrete Mixer.

Contractors and others interested in equipments for mixing concrete should not fail to read the detailed description of the Chicago Improved cube concrete mixer presented in an illustrated pamphlet issued by the Municipal Engineering & Contracting Co., Chicago, Ill. This company manufactures the mixer named and presents full details of the various types it offers as embodying in the best possible way those factors of efficiency and economy which progressive buyers of concrete machinery are demanding. For nearly 25 years the company has been engaged in building practical labor-saving machinery, and it has been especially successful with its design of concrete mixer.

### Belmont Packings and Hose.

General catalogue No. 2 of the Clements Restein Company covers that manufacturer's full line of Belmont packings and hose for steam, water, ammonia, hydraulics, oils, gases, acids, etc. The publication is fully illustrated and will prove of value to every user of packing and hose who is desirous of being advised as to the latest improvements in product of the character indicated. Numerous photographic views throughout the catalogue aid the reader in obtaining an exact idea as to what is offered. The Clements Restein Company also calls especial attention, for the benefit of people interested in mill supplies, to the fact that it manufactures flax, gum core and diagonal packings, as well as specialties, to meet the most exacting service. The company's offices are at 133 North 2d street, Philadelphia, Pa.

### Polacheck Gas and Electric Fixtures.

The demand for electric-lighting fixtures is increasing rapidly, as few buildings are erected nowadays without providing the necessary plant or wiring to transmit electricity for lighting purposes. There is also a continued demand for gaslighting fixtures, as thousands of buildings are piped for this method of lighting. Many structures are both wired and piped, so that either electricity or gas, or both, can be used to furnish light. An important industry is the design and manufacture of fixtures for either gas or electric lighting, or combination fixtures for both. Prominent in this industry is the Chas. Polacheck & Bro. Company, 182-184 3d street, Milwaukee, Wis. The Polacheck catalogue is now ready for inquirers. It presents photographic views, prices and other data regarding the Polacheck specialties—gas, electric and combination chandeliers, brackets and fittings, which the company manufactures, besides dealing in fixtures and fittings of all kinds for lighting. Dealers in and users of lighting fixtures are invited to investigate the Polacheck designs.

### Important H. W. Caldwell & Son Installation.

"Something Better" is the title of an illustrated pamphlet issued by the H. W. Caldwell & Son Company to describe in detail the important installation of flouring machinery which it made for the Hecker-Jones-Jewell mill at New York city. Managers of flour mills will find this pamphlet contains interesting information, enabling them to acquire valuable information regarding recent improvements in mechanical equipment required for plants in their industrial field. The mill has a 24-hour capacity of from 10,000 to 12,000 barrels of flour. The mechanical conception of this plant was due to W. D. Gray of Milwaukee, Wis., and in working out the details he was assisted by Frank M. Smith. In the pamphlet above mentioned the Caldwell & Son Company attempts to detail only those portions of machinery with which it was directly connected as manufacturer. The various illustrations show the rope drives, the double-disc clutch driving wheat cleaners, the automatic barrel elevators, the spiral lowering chutes, the special sheet-metal work, the wheat bins, the conveyors, etc. The H. W. Caldwell & Son Company is of Chicago, Ill.



## PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

\* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids. (When date is not given it has not been fixed.)		Published in— Daily Manu- facturers' Bul- letin. Record.
<b>BRIDGES, CULVERTS, VIADUCTS.</b>		
Sept. 7	*Fayetteville, N. C.	July 30 Aug. 6
Aug. 22	*Iron Bridge, Speedwell, Va.	Aug. 6 Aug. 13
Aug. 22	*Three Steel Bridges, Spartanburg, S. C.	Aug. 11 Aug. 13
Sept. 9	*Concrete Culverts, Washington, D. C.	Aug. 10 Aug. 13
Sept. 9	*Steel Bridge, Ocala, Fla.	Aug. 13 Aug. 20
<b>ELECTRIC PLANTS.</b>		
Sept. 1	*Electric Light Plant, Burkesville, Ky.	June 26 July 2
	Russellville, Ala.	July 31 Aug. 6
<b>MISCELLANEOUS CONSTRUCTION WORK.</b>		
Aug. 31	*Electric Conduits, Wiring, etc., Little Rock, Ark.	July 14 July 16
Aug. 24	*Levee, New Orleans, La.	July 28 July 30
Aug. 25	Levee, Alexandria, La.	Aug. 11 Aug. 13
Sept. 7	*Levee, Greenville, Miss.	Aug. 11 Aug. 13
Sept. 8	Intercoastal Canal, Gueydan, La.	Aug. 12 Aug. 13
Sept. 14	Wharf and Approaches, Fort Sumter, S. C.	Aug. 17 Aug. 20
Aug. 31	*Heating System, Washington, D. C.	Aug. 17 Aug. 20
Aug. 28	*Heating and Ventilating, Chattanooga, Tenn.	Aug. 18 Aug. 20
Aug. 24	*Heating Plant, Hill City, Tenn.	Aug. 18 Aug. 20
<b>ROAD AND STREET IMPROVEMENTS.</b>		
	Concrete Sidewalk, Batesville, Miss.	July 2
	Granite Blocks, Louisville, Ky.	June 29 July 2
	Concrete Sidewalks, Ruston, La.	July 1 July 2
	Paving and Sewers, Guyandotte, W. Va.	July 13 July 16
	Paving, Beaumont, Texas.	July 14 July 16
	Cement Sidewalks, Tusculum, Ala.	July 22 July 23
	Concrete Paving, Henderson, Ky.	July 21 July 23
	*Street Improvements, Fayetteville, N. C.	July 24 July 30
Aug. 24	*Macadam, Fort Barrancas, Fla.	Aug. 3 Aug. 6
	Street Paving, Anniston, Ala.	Aug. 10 Aug. 13
Sept. 1	Street Paving, etc., Beaumont, Texas.	Aug. 10 Aug. 13
Sept. 3	*Street Paving, etc., Dublin, Ga.	Aug. 11 Aug. 13
	Street Paving, Salem, W. Va.	Aug. 11 Aug. 13
	Macadamizing, etc., Nashville, Tenn.	Aug. 12 Aug. 13
Aug. 22	*Roads, 25 Miles, Bristol, Tenn.	Aug. 13 Aug. 20
Aug. 26	*Street Improvements, Baltimore, Md.	Aug. 14 Aug. 20
Aug. 26	*Cement Walks, Anniston, Ala.	Aug. 15 Aug. 20
Sept. 2	*Concrete Sidewalk, etc., Pascagoula, Miss.	Aug. 15 Aug. 20
Sept. 1	*Vitrified Pavement, etc., Beaumont, Texas.	Aug. 18 Aug. 20
<b>SEWER CONSTRUCTION.</b>		
	Two Miles Main, Winston-Salem, N. C.	June 27 July 2
	Sewers and Paving, Guyandotte, W. Va.	July 13 July 16
	System, Fitzgerald, Ga.	July 14 July 16
	*Sewer Laterals, Muskogee, Okla.	July 27 July 30
Aug. 21	*Sewer, Part of Comprehensive System, Louisville, Ky.	July 23 July 30
	System for School, Taylor, Texas.	July 23 July 30
Sept. 1	Sewer System, Newton, Miss.	July 28 July 30
Sept. 3	House Sewers, Vicksburg, Miss.	July 28 July 30
	Sewer System, etc., Fort Sam Houston, Texas.	Aug. 7 Aug. 13
Aug. 21	Jail System, Prentiss, Miss.	Aug. 12 Aug. 13
Aug. 21	*Sewers, Roanoke, Va.	Aug. 13 Aug. 20
Sept. 14	*Intercepting Sewer, Washington, D. C.	Aug. 19 Aug. 20
<b>WATER-WORKS.</b>		
	Extension Main, Fitzgerald, Ga.	July 14 July 16
	System for School, Conway, Ark.	July 22 July 23
	*Richlands, Va.	July 23 July 30
Sept. 1	Russellville, Ala.	July 31 Aug. 6
Aug. 29	*Fort Barrancas, Fla.	Aug. 3 Aug. 6
Aug. 24	*Clarksdale, Miss.	Aug. 4 Aug. 6
Sept. 3	Water System, Fort Sam Houston, Texas.	Aug. 7 Aug. 13
Aug. 27	Water Mains, etc., Galveston, Texas.	Aug. 10 Aug. 13
Oct. 5	*Artesian Well Drilling, Harrisonburg, La.	Aug. 11 Aug. 13
	Hugo, Okla.	Aug. 15 Aug. 20
Sept. 7	*University, Ala.	Aug. 18 Aug. 20
<b>APARTMENT-HOUSES.</b>		
Sept. 1	Thomas, W. Va.	Aug. 12 Aug. 13
<b>BANK AND OFFICE BUILDINGS.</b>		
Jan.	Granade & Granade, Chatom, Ala.	June 19 June 25
	Empire Construction Co., Birmingham, Ala., \$350,000.	July 2 July 9
Sept. 1	People's Bank & Trust Co., Selma, Ala.	July 16 July 23
	National City Bank, Birmingham, Ala.	July 26 July 30
	First National Bank, Coeburn, Va.	Aug. 12 Aug. 13
<b>CHURCHES.</b>		
	Chattanooga, Tenn., \$12,000.	June 15 June 25
	Mobile, Ala., \$78,000.	June 18 June 25
	First Baptist Church, Paris, Ky.	July 13 July 16
Sept.	Bishopville, S. C., \$15,000.	July 30 Aug. 6
	Washington, D. C., \$50,000.	Aug. 3 Aug. 6
Sept. 1	Vernon, Texas.	Aug. 17 Aug. 20
	Hopkinsville, Ky.	Aug. 19 Aug. 20
<b>COURTHOUSES.</b>		
	Martinsburg, W. Va.	July 15 July 16
Aug. 31	Canadian, Texas.	Aug. 6 Aug. 13
Sept. 15	Nashville, Tenn., Remodeling, etc.	Aug. 11 Aug. 13
	Prentiss, Miss.	Aug. 12 Aug. 13
Sept. 4	Emory, Texas.	Aug. 17 Aug. 20
<b>GOVERNMENT AND STATE BUILDINGS.</b>		
Aug. 25	Library Addition, Richmond, Va.	July 16 July 23
Aug. 26	Power-houses, Wheeling, W. Va.	July 31 Aug. 6
Sept. 30	U. S. Postoffice, etc., Cape Girardeau, Mo.	Aug. 1 Aug. 6
Sept. 14	U. S. Postoffice, St. Louis, Mo.	Aug. 3 Aug. 6
Sept. 4	Coal Shed, etc., Fort McRee, Fla.	Aug. 8 Aug. 13

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## FINANCIAL NEWS

## Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,  
Baltimore, Md., August 19.

The Baltimore stock market has been dull for the last week. In the trading United Railways common sold at 10½ to 11; the income bonds at 53½; the funding 5s from 81 to 82; the funding scrip at 82½, and the consolidated 4s from 88 to 86½; Consolidated Gas, Electric Light & Power 4½s at 70; Consolidated Gas 6s, 102½ to 102¾; do. 4½s, 93½; Seaboard Company common, 7½ to 7½; do. first preferred, 33; do. second preferred, 13½; Seaboard 4s, 59½ to 60½; do. 10-year 5s, 91; Consolidated Cotton Duck preferred, 25; Mt. Vernon-Woodberry Cotton Duck 5s, 78½ to 80½, with last sale at 79½; G.-B.-S. Brewing 1sts, 45½ to 45.

Bank stock sold as follows: Merchants', 165; Farmers and Merchants', 43; Union, 120. Maryland Casualty changed hands at 66¼.

Other securities were traded in thus: Alabama Consolidated Coal & Iron preferred, 70; Atlantic Coast Line new 4s, certificates, 75; Carolina Central 4s, 86; Bay State Gas, 1½ to 1¾; Knoxville Traction 5s, 104; Columbia & Greenville first 6s, 107; Norfolk Railway & Light 5s, 92; Baltimore Traction (North Baltimore division) 5s, 113½; Consolidation Coal, 87; Charlotte, Columbia & Augusta first 5s, 102; Houston Oil common, 7¾; Baltimore City 5s, 1916, F. L., 106½; do. 3½s, 1930, 96; Norfolk & Carolina first 5s, 111¾; Savannah, Florida & Western 6s, 124½; Atlantic Coast Line of Connecticut, 220; City & Suburban (Washington) 5s, 100; Alabama Consolidated Coal & Iron common, 31¼; Georgia & Alabama Consolidated 5s, 98½; Virginia deferred, Brown Bros. certificates, 35; Virginia Midland 5th, 103½; Georgia Southern & Florida 5s, 103½; Richmond & Petersburg 6s, 110; Charleston & Western Carolina 5s, 103; Atlantic Coast Line Consolidated 4s, 94¼.

## SECURITIES AT BALTIMORE.

## Last Quotations for the Week Ended August 19, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Conn.	100	219	220½
Seaboard Co. Com.	100	74	75½
Seaboard Co. 1st Pfd.	100	30	50
Seaboard Co. 2d Pfd.	100	124½	14
United Ry. & Elec. Co.	50	104	11¼
Western Maryland.	50	6½	7
<b>Bank Stocks.</b>			
Citizens' National Bank.	10	33½	...
Far. & Mer. National Bank.	40	42	44
First National Bank.	100	124	...
German Bank.	100	102	...
Merchants' National Bank.	100	165	167
National Bank of Baltimore.	100	110	115
National Bank of Commerce.	15	25	...
National Exchange Bank.	100	154	...
National Howard Bank.	10	12½	...
National Marine Bank.	30	38	...
National Mechanics' Bank.	10	25	...
Third National Bank.	100	115	...
Western National Bank.	30	34	...
<b>Trust, Fidelity and Casu- lty Stocks.</b>			
American Bonding Co.	25	46	51
Colonial Trust.	50	26	28
International Trust.	100	115	150
Maryland Casualty.	25	65	...
Maryland Trust Pfd.	100	75	85
Merc. Trust & Deposit.	50	114	121
Union Trust.	50	60	65
<b>Miscellaneous Stocks.</b>			
Ala. Con. Coal & Iron.	100	30	...
Ala. Con. Coal & Iron Pfd.	100	69	70
Con. Cotton Duck Pfd.	50	...	25
Con. Gas, Elec. L. & P. Com.	100	22½	...
Con. Gas, Elec. L. & P. Pfd.	100	70	73½
Georgia Creek Coal.	100	55	80
<b>Railroad Bonds.</b>			
Albany & Northern 5s, 1945.	92	93	...
Atlanta & Charlotte Ext. 4½s.	90	100	...
Atlantic Coast Line 1st 4s, 1952.	94½	94½	...
Atlantic C. L. 4s, Cts., 1952.	74½	75½	...
Charlotte & West. Car. 5s, 1946.	102	104	...
Charlotte, Col. & Aug. 1st 5s, 1910.	102	...	...
Charlotte, Col. & Aug. 7th, 1910.	104	108	...
Col. & Green. 1st 5s, 1918.	107½	108	...
Georgia & Alabama 5s, 1945.	90½	98½	...
Georgia, Car. & North. 1st 5s, 1929.	101½	102	...
Georgia Pacific 1st 6s, 1922.	101	110	...
Georgia South. & Fla. 1st 5s, 1945.	103½	...	...
Petersburg Class A 5s, 1926.	103½	...	...
Piedmont & Cum. 1st 5s, 1911.	96½	100½	...
Potomac Valley 1st 5s, 1941.	101	...	...
Raleigh & Augusta 1st 6s, 1926.	106½	...	...
Richmond & Danville Gold 6s, 1915.	106½	...	...
Richmond & Petersburg 6s.	110½	...	...
Savannah, Fla. & West. 5s, 1954.	110	113	...
Savannah, Fla. & West. 6s.	124	...	...
Seaboard Air Line 4s, 1950.	59½	60	...
Seaboard Air Line 5s, 10-year, 1911.	93½	94½	...
Seaboard Air Line 5s, 3-year.	92½	93½	...
Seaboard & Roanoke 6s, 1916.	101	...	...
Seaboard & Roanoke 5s, 1926.	101	...	...
Silver Spgn., Ocala & Gulf 4s, 1918.	93	95	...
Southern Railway Con. 5s, 1904.	100½	102	...
Virginia Midland 2d 6s, 1911.	101½	...	...
Virginia Midland 3d 6s, 1916.	102	...	...
Virginia Midland 4th, 1921.	102	...	...
Virginia Midland 5th 5s, 1926.	105	...	...
Washington Terminal 3½s.	91	...	...
Western Maryland 4s, 1952.	74½	...	...
Western N. C. Con. 6s, 1914.	105	106	...
West Virginia Cent. 1st 6s, 1911.	102½	...	...
Will. Col. & Aug. 6s, 1910.	101	104	...
<b>Street Railway Bonds.</b>			
Anacostia & Potomac 5s, 1910.	102	...	...
Augusta Ry. & Elec. 5s, 1941.	95	101	...

Balto., Sp. Pt. & Ches. 4 1/2%.....	90	91
Balto. Trac. (N. B. Div.) 5s, 1942.....	113	113 1/4
Central Ry. Con. 5s, 1923.....	101 1/4	101 1/4
Charleston City Ry. 5s, 1923.....	101	101
City & Suburban 5s (Balto.), 1922.....	109	110
City & Suburban 5s (Wash.), 1918.....	99 1/2	100 1/4
Knoxville Traction 1st 5s, 1928.....	102 1/2	102 1/2
Lexington Ry. 1st 5s, 1949.....	94	96
Macon Ry. & Lt. 1st Con. 5s, 1853.....	90 1/2	94
Richmond Traction 5s.....	102	104
United Rys. 1st 4s, 1949.....	87	87
United Rys. Inc. 4s, 1949.....	53	53 1/2
United Railways Funding 5s.....	80 1/2	81
<b>Miscellaneous Bonds.</b>		
Atlanta Gas 1st 5s, 1947.....	100	100
Baltimore Electric 5s.....	86	88
Consolidated Gas 5s, 1910.....	102 1/2	102 1/2
Consolidated Gas 5s, 1939.....	108 1/2	108 1/2
Consolidated Gas 4 1/2%.....	92 1/2	92 1/2
Con. Gas, Elec. Lt. & P. 4 1/2%.....	76 1/4	76 1/4
G. B.-S. Brewing 1st 4s.....	45	45 1/2
G. B.-S. Brewing Inc. 4s.....	16	16
Mt. Vernon-Woodbury Cot. Duck 5s.....	79 1/2	79 1/2
United Elec. Lt. & P. 4 1/2%.....	91	91

## SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh Mac-  
Intyre & Co., Wilmington, N. C., for  
Week Ending August 17.

	Bid.	Asked
Abbeville Cotton Mills (S. C.).....	50	52
Allen Mfg. Co. (S. C.).....	145	145
American Spinning Co. (S. C.).....	70	70
Anderson Cotton Mills (S. C.).....	109	110
Arkwright Mills (S. C.).....	65	70
Augusta Factory (Ga.).....	110	125
Avondale Mills (Ala.).....	105	110
Belton Mills (S. C.).....	105	110
Bilb Mfg. Co. (Ga.).....	114	114
Brandon Mills (S. C.).....	125	125
Cabarrus Cotton Mills (N. C.).....	120	130
Chadwick-Hoskins Mills (N. C.) Pfd.....	125	100
Chiquola Mfg. Co. (S. C.).....	102	105
Clifton Mfg. Co. (S. C.).....	99 1/2	103
Clinton Cotton Mills (S. C.).....	120	120
Columbus Mfg. Co. (Ga.).....	98	98
Courtenay Mfg. Co. (S. C.).....	97 1/2	97 1/2
Dallas Mfg. Co. (Ala.).....	90	95
Darlington Mfg. Co. (S. C.).....	78	80
Dayton Mills (S. C.).....	100	100
Eagle & Phenix Mills (Ga.).....	125	137 1/2
Easley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	69	80
Enoree Mfg. Co. (S. C.) Pfd.....	100	100
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	240	240
Gaffney Mfg. Co. (S. C.).....	75	75
Gainesville Cotton Mills (Ga.).....	42 1/2	45
Granby Cot. Mills (S. C.) 1st Pfd.....	100	105
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	90	90
Grendel Mills (S. C.).....	111	118
Henrietta Mills (N. C.).....	160	175
King Mfg. Co., John P. (Ga.).....	97	102
Lancaster Cotton Mills (S. C.).....	110	125
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	91	96
Laurens Cotton Mills (S. C.).....	148	148
Limestone Mills (S. C.).....	141	141
Lockhart Mills (S. C.).....	85	85
Lockhart Mills (S. C.) Pfd.....	90	97
Loray Mills (N. C.) Pfd.....	90	93
Marlboro Cotton Mills (S. C.).....	80	85
Mayo Mills (N. C.).....	165	165
Mills Mfg. Co. (S. C.).....	105	105
Mills Mfg. Co. (S. C.) Pfd.....	110	110
Monaghan Mills (S. C.).....	113	113
Monarch Cotton Mills (S. C.).....	102	102
Newberry Cotton Mills (S. C.).....	145	145
Norris Cotton Mills (S. C.).....	120	120
Olympia Cotton Mills (S. C.) Pfd.....	68	68
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	98
Orr Cotton Mills (S. C.).....	194	194
Pacolet Mfg. Co. (S. C.).....	150	150
Pacolet Mfg. Co. (S. C.) Pfd.....	97	100
Pelzer Mfg. Co. (S. C.).....	168	168
Piedmont Mfg. Co. (S. C.).....	175	176
Poe Mfg. Co. (S. C.).....	120	124
Raleigh Cotton Mills (N. C.).....	100	100
Richard Cot. Mills (S. C.) 1st Pfd.....	45	45
Ronoke Mills (N. C.).....	175	175
Saxon Mills (S. C.).....	120	125
Sibley Mfg. Co. (Ga.).....	62 1/2	62 1/2
Spartan Mills (S. C.).....	135	145
Springstein Mills (S. C.).....	100	100
Tucapau Mills (S. C.).....	195	195
Trion Mfg. Co. (Ga.).....	140	140
Union-Buffalo Mills (S. C.) 1st Pfd.....	54	60
Victor Mfg. Co. (S. C.).....	120	130
Warren Mfg. Co. (S. C.).....	92	93 1/2
Warren Mfg. Co. (S. C.) Pfd.....	100	100
Washington Mills (Va.).....	25	25
Washington Mills (Va.) Pfd.....	100	110
Whitney Mfg. Co. (S. C.).....	140	140
Williamson Mills (S. C.).....	106	111
Wiscasset Mills (N. C.).....	125	135
Woodruff Cotton Mills (S. C.).....	125	130
Woodside Cotton Mills (S. C.).....	100	104

## REPUBLIC IRON &amp; STEEL.

Excellent Showing Made, Notwith-  
standing a Period of Business  
Depression.

The ninth annual report of the Republic Iron & Steel Co., which covers the fiscal year ended June 30, 1908, has been issued in a pamphlet of 24 pages. The income account shows (after deducting charges for maintenance and repairs of plants amounting to \$1,000,071) net earnings from operations, \$2,948,442.74; interest and dividends received on investments, less interest paid, \$98,176.10; total profits for the year, \$3,046,618.84; less appropriations for reconstruction and improvement of plants and depreciation amounting to \$519,169.76, and extinguishment fund, amounting to \$118,729, which leaves net profits for the year \$2,408,720.08. Out of this was paid interest on the first mortgage 5 per cent. bonds amounting to \$430,262.50; interest on collateral trust notes

(now retired), amounting to \$7037.50, and dividend on preferred 7 per cent. cumulative stock to March 31, 1908 (three quarterly dividends, amounting together to \$5.25 per share, being paid during the fiscal year), \$1,071,887.25. These payments left a surplus for the year of \$889,532.83, which, added to the surplus at July 1, 1907, leaves the net surplus carried to balance sheet, \$4,699,526.96.

Notwithstanding the business depression consequent upon the panic, the company makes an excellent showing. Attention is particularly called to the heavy reduction in liabilities of approximately \$2,300,000, to net quick assets something over \$6,700,000, and to net profits for the year, after deduction of maintenance charges, of over \$1,000,000, and allowance for depreciation and extinguishment of over \$637,000, equaled 7 per cent. on the preferred stock and approximately 2 per cent. on the common. This showing was made on a volume of business of approximately 54 per cent. as compared with the preceding year's volume. In other words, tonnage was reduced 46 per cent. while profits were reduced only 42 1/2 per cent. Attention is also directed to the unfilled orders on hand July 1 as reflecting an improved condition of business generally. They are approximately 60 per cent. of the tonnage on hand in July, 1907, when was recorded the company's maximum tonnage of unfilled orders; in fact, all comparisons are made with the banner year of 1907.

Reviewing the year in detail, John A. Topping, chairman of the executive committee, says in submitting the report:

"Your income figures for the year ended June 30, 1908, show severe declines as compared with the high mark of earnings recorded during the previous year. While normal earnings were realized during the first quarter of the fiscal year, subsequent periods were seriously affected by the October panic, which caused complete paralysis of your business for a period of approximately two months. This condition was followed by a slow business recovery beginning in January with a volume of shipments approximately 25 per cent. of normal, the succeeding months showing a slow gain in volume to June, which recorded a maximum tonnage 52 per cent. of normal.

"While the volume of your business suffered seriously by the disordered condition of business generally, the iron and steel markets passed through the trying period of liquidation and readjustment in an orderly manner, due to the friendly co-operative efforts of the principal manufacturers, with the result that the large losses heretofore sustained during panic periods, both by producers and consumers, were avoided.

"Notwithstanding the reduced volume of business, your manufacturing costs have not only been maintained, but show reductions as compared with periods of normal operations. This favorable showing has been influenced somewhat by the greater efficiency of labor and general retrenchment, but is more largely due to the better physical condition of your properties and to a more nearly self-contained operation."

After remarking that the usual policy of accounting was followed in determining the net income, liberal charges being deducted for maintenance, repairs, depreciation, etc., Mr. Topping says: "If the full dividend had been paid the net surplus over dividends, depreciation and extinguishment requirements would have been \$542,237.08." And again:

"On the recommendation of your executive committee your board of directors deemed it wise to defer payment of the July first preferred quarterly dividend,

because a provision in your general mortgage requires that your net quick assets shall be maintained at not less than \$6,500,000, while the uncanceled or outstanding amount of bonds is not less than the sum of \$6,500,000. Your committee were of the opinion that the net balance of quick assets could not be maintained at the required figure under the then existing conditions of business without suspending expenditures on account of improvements and development or deferring dividend payments."

The gross volume of business for the fiscal year was \$18,693,881.80, while for the next preceding fiscal year it was \$31,227,423.56, and for the year ended June 30, 1906, it was \$26,196,438.85. The pig-iron production for the fiscal year ended June 30, 1908, was 494,676 gross tons, as compared with 614,954 gross tons in 1907 and 493,344 gross tons in 1906. The production of steel rails, sheet bars, slabs and billets during the fiscal year just ended was 303,328 tons, while in 1907 it was 488,251 tons, and in 1906 it was 454,859 tons. The production of finished and semi-finished products for the year covered by the report was 434,230 tons, while in 1907 it was 804,360 tons, and in 1906 it was 742,435 tons. (The production of semi-finished products used for conversion is excluded.) The iron-ore mines of the company show an output of 1,025,460 gross tons, which is greater than either of the two preceding years, and the reserves of ore amount to 124,113,235 gross tons, which is also greater than either of the other two years considered. The coke production was 426,968 tons for the last year, while in 1907 it was 521,561 tons, and in 1906 it was 343,485 tons. The coal tonnage reserves are 105,111,735 tons of coking coal and 93,703,400 tons of steam coal. The average number of men employed during the year was 8547, as compared with 13,895 in 1907 and 11,665 in 1906. The unfilled orders at the end of the year were 283,743 tons of finished and semi-finished products and 59,196 tons of pig-iron. Last year these figures were, respectively, 448,627 tons and 74,500 tons. Since July 1 it is stated in the report the orders booked have added substantially to the totals reported for this year, so that they now "offer the most substantial hope that normal production will be realized within a reasonable period."

## New Corporations.

Columbia, S. C.—The Union Savings Bank, capital \$25,000, has been organized with the following directors: Joseph Norwood, president; J. H. M. Beatty, vice-president; E. W. Wilson, cashier; J. W. Norwood, N. H. Driggers, G. P. Logan, W. P. Hamrick, Aaron David and Dr. C. L. Kibler. The bank will begin business about September 1.

Dandridge, Tenn.—The Citizens' Savings Bank & Trust Co. has been chartered with \$10,000 capital by W. Powell Hale, W. H. Catlett, R. M. Hales, S. P. Minnis, N. H. Franklin, D. F. Manley, A. C. Parrott, R. S. Owen, O. L. Moody, Jos. H. Peck, D. L. Butler and M. L. Buler.

Etowah, Tenn.—The Etowah Bank & Trust Co. is reported to have organized by electing T. F. Peck president and W. C. Reynolds cashier; capital is \$25,000.

Farmville, Va.—The People's National Bank, which is to begin business September 1, has organized by electing directors thus: G. M. Robeson, president; E. T. Bondurant, vice-president; J. L. Bugg, cashier; W. M. Duvall, W. H. Robertson, Dr. W. E. Andrews, W. J. Hillsman, C. C. Cowan, J. D. Watkins, R. J. Carter and R. H. Paulett. A. C. Ogburn, Jr., is assistant cashier, and J. Taylor Thompson is attorney.

Flatonía, Texas.—The First State

Bank, capital \$25,000, referred to in the last issue of the MANUFACTURERS' RECORD, has elected W. K. Sullivan, president; H. B. Walker and H. Paulus, vice-presidents; Chas. Snell, cashier, and seven directors.

Guthrie, Okla.—The officers of the Guthrie National Bank will, it is reported, organize the Security Savings Bank with \$25,000 capital. U. C. Guss will be president and R. M. Sohlberg cashier.

Hawkinsville, Ga.—Application has been made to charter the Southern Benevolent Life Association, with headquarters at Hawkinsville, Ga. Its object is to provide for the payment of benefits to members for death, sickness, accident or old age. The incorporators are W. A. Matthews, Lee Mathews and W. E. Burch, all of Pulaski county, and C. W. Hatcher of Fulton county, Georgia.

Horse Cave, Ky.—The Union Planters' Bank, capital \$20,000, has been organized and incorporated with officers thus: President, Truax Sturgeon; vice-president, Clarence Owen; cashier, R. T. Smith.

Jacksonville, N. C.—The Bank of Jacksonville has been incorporated with authorized capital of \$10,000, of which \$5000 is subscribed. The incorporators are E. L. Cox, E. W. Summersville, M. B. Humphrey and W. M. Capps, all of Jacksonville, N. C.

Jefferson City, Tenn.—The Citizens' Banking & Trust Co. is reported chartered with \$25,000 capital by local parties. Business is to begin about September 1.

Junction, Texas.—The Junction State Bank of Junction, with \$50,000 capital, has been chartered by Charles Rimer, A. C. Schreiner, W. J. Moore, Horace E. Wilson, A. L. Mudge and James Patterson.

Kansas City, Mo.—The Inter-Ocean Life & Endowment Insurance Co. of Kansas City, capital \$50,000, has been authorized to do business with \$26,000 paid-up capital. William E. Schilling is president.

Kingston, Okla.—The Marshall county State Bank is reported to have been incorporated by T. A. Key and others.

Lincoln, Ark.—The Bank of Lincoln and the Citizens' Bank are reported to have merged under the name of the former; J. A. Leach, president; W. F. Rodgers, vice-president, and T. L. McCulloh, cashier.

Memphis, Tenn.—The Postal Loan & Investment Association, capital \$10,000, has been incorporated by E. D. Padger, J. S. Cromwell, W. R. Ryan, G. W. Clements and W. S. Spratt.

Monks Corner, S. C.—The Bank of Berkeley County has organized with Octavius Cohen, president; A. H. Silcox, vice-president; H. W. Silcox, secretary. Business is expected to begin about the middle of September.

Paradise, Texas.—The Bank of Paradise has organized with T. B. Yarbrough, president; Guinn Williams, vice-president, and J. P. Williams, cashier.

Stokesdale, N. C.—The Stokesdale Commercial Bank, capital \$5000, with privilege of increasing to \$50,000, has been incorporated by C. A. Bray, P. H. Simpson, O. B. Barnes and others.

Tulsa, Okla.—Reported that a new bank will be organized by local capitalists with an Oklahoma charter; capital \$50,000. It will have quarters in the Bliss Building, now under construction.

## New Securities.

Afton, Okla.—The bonds recently voted will, it is reported, be issued thus: \$30,000 for water-works and \$11,000 for sewers. They are 25-year 6 per cents.

[For Additional Financial News, See Pages 70 and 71.]



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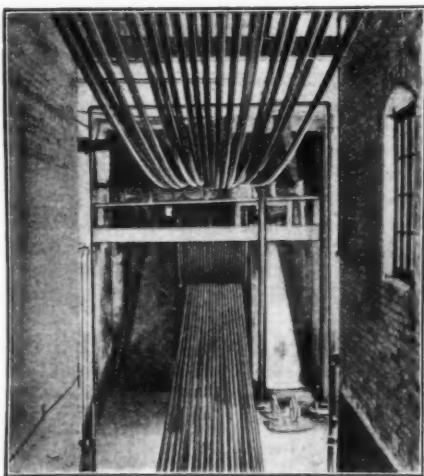
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This Company solicits deposit accounts from Banks, Corporations and Individuals, and allows interest thereon at liberal rates conforming to conservative business.

We invite correspondence and personal interviews, and will be pleased to furnish information to those parties who desire to make deposits with us.  
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United States Depository and Disbursing Agent  
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A general banking business transacted.  
Special attention given to collections.

Anniston, Ala.—The City Council has ordered two special elections to vote on \$7000 of public improvement bonds, \$2500 being for firemen's hall and \$4500 for school building. A later report names September 21 as election day.

Atlanta, Ga.—The MANUFACTURERS' RECORD is informed by W. J. Campbell, City Clerk, that the State Legislature has passed a bill giving Atlanta authority to issue \$1,500,000 of bonds, but the voters must assent to the issue by two-thirds majority before they can be issued. W. R. Joyner is Mayor. Of the issue, \$500,000 are for schools, \$500,000 for sewers and \$500,000 for water-works.

Austin, Texas.—The results of the recent election at which \$350,000 of road and bridge bonds were voted are being certified by the County Commissioners' Court to the Attorney-General, after which the securities are to be issued.

Baltimore, Md.—Bids for the \$1,000,000 of sewerage loan maturing 1980 were opened August 17, and although more than twice the amount offered was subscribed, but \$177,000 were awarded, the prices ranging from 91 to 96. The successful bidders were Harry E. Goodwin, \$5000; Alex. Brown & Sons, \$29,500; Marshall Winchester & Co., \$12,000; J. T. Jones, \$20,000; Wm. H. Musselman, \$4000; G. B. Taylor, \$35,000; H. A. Orrick, \$65,000; J. F. Steinmetz, \$2000; Louis Kurtz, \$2500, and Marcus M. Bernstein, \$2000; all local parties.

Bay City, Texas.—An issue of \$1999 of 4 per cent. 10-20-year courthouse and jail repair bonds of Matagorda county has been approved.

Bay City, Texas.—The issue of \$100,000 of 4 per cent. 10-40-year road and bridge bonds of Matagorda county has been registered.

Black Mountain, N. C.—The \$25,000 of 6 per cent. township road bonds are reported sold to C. A. Webb & Co. at par.

Beaumont, Texas.—An election is to be held in Jefferson county within the next 60 days to decide the question of issuing \$40,000 of courthouse bonds.

Beaumont, Texas.—The Commissioners' Court of Jefferson county, it is stated, will probably order an election to vote on \$50,000 of courthouse bonds.

Bonham, Texas.—Two issues for \$1900 each of Fannin county 4 per cent. 40-year bridge repair bonds have been registered.

Boydton, Va.—An issue of \$60,000 of bonds for macadam roads in Chase City district of Mecklenburg county has been voted. The interest rate will be fixed by the Board of Supervisors in September.

Bradley, Okla.—On July 28 Bradley school district voted \$10,000 of 6 per cent. 20-year building bonds.

Branchville, S. C.—The city has voted \$3000 of school bonds.

Brownsville, Texas.—The State permanent school fund has been awarded at par and accrued interest \$60,000 of water-works and \$10,000 of electric-light 5 per cent. 20-40-year bonds.

Cameron, Texas.—An issue of \$53,072 Milam county 4 per cent. bridge bonds, 40-year optional, has been approved.

Charlottesville, Va.—The city recently voted \$35,000 of 4½ per cent. 10-40-year supplementary new reservoir bonds.

Christiansburg, Va.—On August 20 an election is to be held to vote on \$25,000 of water-works bonds.

Cordele, Ga.—The Legislature has passed an act permitting the city to increase its bonded indebtedness for school purposes to \$50,000, and it is expected an election will soon be called.

Covington, Ga.—S. P. Thompson, Mayor, writes the MANUFACTURERS' RECORD that the city will be ready for bids for \$60,000 of water-works and sewerage bonds on or before November 1, but may

possibly be a little later. W. T. Milner is City Clerk.

Crawfordville, Ga.—The Robinson-Humphrey Company of Atlanta were awarded at \$175 premium and blank bond the \$10,000 of 6 per cent. 25½-year average school bonds.

Denton, Texas.—An election is to be held September 1 to vote bonds for sewerage system.

Eldorado, Texas.—An issue of \$14,000 of Eldorado independent school district bonds has been voted.

Elyton, Ala.—The \$40,000 of 5 per cent. 30-year sewer bonds, it is reported, has been awarded to the First National Bank of Cleveland at par.

Excelsior Springs, Mo.—Bids are being received for \$5500 of 5 per cent. 10-20-year optional bridge and rest-room bonds. Walter A. Craven is City Clerk.

Fort Smith, Ark.—Thomas J. Bolger of Chicago has purchased \$160,000 of the issue of \$450,000 of 5 per cent. sewer bonds, and the balance are to be taken by him at the rate of \$15,000 per month through the Central Trust Co. of Chicago, trustee of the mortgage. It is reported that they were sold on about a 6 per cent. basis.

Fort Smith, Ark.—Reported that \$200,000 of 5 per cent. paving bonds have been sold in Chicago.

Fulton, Mo.—The Callaway Bank of Fulton recently purchased at \$15 premium \$3000 of water and light improvement bonds.

Galveston, Texas.—On August 29 an election is to be held to vote on \$115,000 of drainage bonds of drainage district No. 1, Galveston county.

Graham, N. C.—Alamance county recently voted bonds for good roads.

Granbury, Texas.—An issue of \$20,000 of Hood county bridge bonds has been voted.

Graymont, P. O. Birmingham, Ala.—On August 8 a local party purchased the \$30,000 of school and \$10,000 of sewer bonds voted July 27. W. A. Lester is Mayor.

Greenville, Texas.—The \$67,500 of 4½ per cent. water and light bonds, for which bids are now being received, have been approved.

Hastings, Okla.—The Mayor and City Council have decided to hold an election, at a date soon to be fixed, for the purpose of voting on \$28,000 of bonds for water system.

Hereford, Texas.—An issue of \$2000 of 5 per cent. sewer and water bonds, 20-40-year, has been approved.

Holly Springs, Miss.—An official is reported as saying that the \$6000 of school bonds were taken by the Trowbridge & Niver Company of Chicago.

Hope, Ark.—Reported that \$79,000 of 6 per cent. water-works bonds have been sold at 95 to a St. Louis house.

Houlka, Miss.—Reported that \$7000 of 6 per cent. 20-year school bonds were recently sold to John Nuveen & Co. of Chicago.

Houston, Texas.—The \$100,000 of 5 per cent. street-improvement bonds has been approved by the Attorney-General. They are 20-30-year.

Houston, Texas.—The issue of \$500,000 of 4 per cent. Harris county courthouse bonds has been approved.

Houston, Texas.—An election is to be held to vote on \$750,000 of bonds for permanent improvements. The \$100,000 bond issue recently voted, it is said, will not conflict with the \$750,000 improvements.

Hugo, Okla.—The City Council is reported to have approved the issue of bond for the issue of \$150,000 of 6 per cents for 25 years, for water-works.

Konawa, Okla.—The city recently voted

\$20,000 for erection of brick school building.

Konawa, Okla.—It is reported that a vote will be taken upon an issue of \$20,000 of school bonds.

Lancaster, Mo.—The State Auditor has registered \$15,000 of 5 per cent. school bonds.

Lexington, N. C.—Mayor John H. Moyer is quoted as saying that the \$20,000 of 5 per cent. 20-40-year refunding and improvement water and light bonds

were sold to the Southern Loan & Trust Co. of Greensboro, N. C., at par.

Little Rock, Ark.—The Mercantile Trust Co. of St. Louis, Mo., was awarded \$60,000 of school district building bonds.

Logan, W. Va.—The city has voted \$25,000 of 5 per cent. 1-10-year bonds, \$15,000 being for paving and sewerage the city and \$10,000 for purchasing rights of way for an east and west thoroughfare. J. E. Peck is Mayor.

Marion, N. C.—Mayor W. F. Wood informs the MANUFACTURERS' RECORD that an election will be held September 8 to vote on the proposed issue of \$20,000 of 5 per cent. 30-year water-works bonds.

Madill, Okla.—An election is to be held August 19 to vote on \$15,000 of bonds for the purpose of paying the town's outstanding indebtedness and extending the water-works.

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Government Bonds  
Investment Securities

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Economy is a virtue; parsimony a vice. They are so nearly related that it is often difficult to tell them apart. But it is safe to say that the man who arbitrarily judges by price has but a vague idea of true economy. The bare fact that tons of

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are sold at a price somewhat in advance of the ordinary paper is sufficient reason for a most careful consideration of its merit. And when you reflect upon the work the average business letter has ahead of it, the other things seem insignificant.

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Attention is called to the securities of the Atlas-Pocahontas Coal Company, also the stock of the Standard Pocahontas Coal Company. Both operations located on the main line of the Norfolk and Western R. R., in McDowell County, W. Va. Both companies are desirous of interesting mill owners and jobbers, especially those located in the Carolinas. Address MARK PACKARD, Offices: Buffalo, N. Y.; Chattanooga, Tenn., and Welch, W. Va.

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1027-1029 Calvert Bldg., BALTIMORE, MD.

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## RICHARD A. BLYTHE COTTON WARPS AND YARNS

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RICHMOND, VA.

JOHN SKELTON WILLIAMS, President.  
FRED'K E. NOLTING, 1st Vice-President.  
T. K. SANDS, 2d Vice-President and Cashier.  
H. A. WILLIAMS, Assistant Cashier.  
L. D. CRENSHAW, JR., Trust Officer.

In aiding the development of legitimate business enterprises, this bank believes that it performs a required duty, and to this end offers the services of a live, progressive bank, conservatively managed.

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under the Delaware Law has been greatly reduced. The annual tax for 1907 has been decreased 50%. Beginning with 1908, the State tax will be \$5.00 per year for small companies and not over \$50.00 for \$1,000,000 of capitalization. For Sixth Edition of "Pointers," Estimates of Cost, Forms, etc., apply to

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Due May 1, 1928, without option. Price to yield purchaser 4½%. Call or write for circular.

ALBERT KLEYBOLTE & CO.  
409 WALNUT ST. CINCINNATI, O.



Maryville, Mo.—Reported that an election will be held August 18 to vote on \$75,000 of Nodaway county bridge-repair bonds.

Maysville, Okla.—An issue of \$11,000 in bonds has been voted for the purpose of constructing a school building.

McAlester, Okla.—Reports state that the City Council has provided for an election to vote on \$120,000 of sewerage-extension bonds.

Miami, Okla.—Bids will be received, it is reported, until 8 P. M. August 24 for \$30,000 of 25-year sewer bonds and \$4000 of 25-year jail bonds, all 6 per cents. J. S. Cannon is City Clerk.

Miami, Okla.—Bids will be received until 8 P. M. August 24 for \$15,000 of 5 per cent. school-building bonds. L. D. Einsel is president of the School Board.

Mill Creek, Okla.—Reported that an issue of \$10,000 of school bonds has been voted.

Nashville, Tenn.—Bids will be received until 11 A. M. August 22 for \$50,000 of 4½ per cent. 20-year sidewalk improvement bonds voted on August 6. Address H. S. Bauman, City Recorder.

New Orleans, La.—Bayou Terre-aux-Boeufs drainage district has voted a special drainage tax and indebtedness of \$100,000 to be covered by negotiable bonds.

Palmyra, Mo.—The Hannibal Trust Co. of Hannibal has purchased \$40,000 of Marion county infirmity bonds, paying 100.25.

Palo Pinto, Texas.—The State permanent school fund was awarded at par and interest \$5850 of 4 per cent. 5-20-year Palo Pinto county bridge-repair bonds, recently registered by the State Comptroller.

Park City, P. O. Knoxville, Tenn.—Bids will be received until 1 P. M. August 25 for \$105,000 of 5 per cent. 30-year improvement bonds. W. R. Johnson is Mayor at 310 Commerce avenue, Knoxville, Tenn.

Pass Christian, Miss.—The Council is reported to have authorized an issue of \$10,000 of bonds.

Pensacola, Fla.—The County Commissioners of Escambia county are considering a proposition to issue \$200,000 of bonds for roads and bridges, and an election is to be held November 12. The bonds will bear 5 per cent., the principal being payable in 20 instalments of \$10,000 each.

Philippi, W. Va.—Reported that \$16,000 of street-paving bonds have been voted.

Pryor Creek, Okla.—Bonds amounting to \$25,000 have been voted for erection of school building. A Fort Smith firm has offered a 2 per cent. premium on the bonds.

Purcell, Okla.—All bids reported rejected for the \$22,500 of sewer and \$8000 of City Hall bonds, all 5 per cents, 20 years.

Salem, W. Va.—Bids will be received by T. H. Lowther, Town Recorder, until 8 P. M. September 12 for \$31,500 of 6 per cent. 10-34-year water-works and paving bonds.

Savannah, Ga.—Bids for engraving the \$2,610,000 of 4½ per cent. 50-year refunding bonds to be issued by the city the first of next February will be opened August 25. George W. Tiedeman is Mayor.

Seminole, Okla.—School construction bonds amounting to \$10,000 have been voted.

Sherman, Texas.—The City Council has decided to prepare an ordinance ordering an election to vote on \$30,000 of water-works and electric-light plant improvement bonds.

Skiatook, Okla.—This district has voted bonds for four school buildings.

Snow Hill, Md.—Bids will be received

until noon September 8 by J. E. White, treasurer of Worcester county, for \$25,000 of 5 per cent. 30¼-year average road bonds.

Snyder, Texas.—Scurry county is reported to have voted \$70,000 of road and bridge bonds.

Spartanburg, S. C.—Reported that election for \$230,000 of water-works bonds was carried by a large majority. About \$40,000 are to be used for water-works improvements and the rest for funding the debt. Bonds may be 4 per cents. W. J. Gilmore, secretary and treasurer of the Spartanburg water-works, writes the MANUFACTURERS' RECORD confirming the above report. Date of sale of bonds has not been decided as yet.

St. Petersburg, Fla.—Bids will be received until noon September 10 for \$12,000 of 6 per cent. 20-30-year optional water-works extension and street-improvement bonds. W. F. Divine is City Clerk.

St. Joseph, Mo.—Bids will be received until August 29 at 2 P. M. for the \$400,000 of 4 per cent. 10-20-year optional bonds voted August 8 thus: \$250,000 for sewers, \$75,000 for engine-houses, \$25,000 for market-house improvements, \$15,000 for police and fire-alarm work, \$15,000 for street lighting, \$10,000 for police-station improvements and \$10,000 for City Hall improvements. Thomas Shaffer is City Controller.

Texhoma, Okla.—This district recently voted bonds amounting to \$15,000 for new school.

Thomson, Ga.—An election is to be held August 19 to vote on \$25,000 of school bonds.

Thomaston, Ga.—The proposed issue of \$30,000 of Upton county courthouse bonds is reported to have been defeated.

Tulsa, Okla.—On August 25 three propositions will be voted on, namely, \$125,000 of bonds for erection of school buildings, \$150,000 of bonds for taking over property by the school board held by the city for school purposes, and the question of seven-mill levy for school purposes.

Tuttle, Okla.—The city has voted \$10,000 of school-building bonds.

Valley Park, Mo.—The \$16,900 of school-building bonds, 5 per cents, 20 years, are reported sold to the Wm. R. Compton Bond & Mortgage Co. Total issue is \$20,000.

Wilmington, N. C.—The Commissioners of New Hanover county have called an election for September 24 to vote on the issue of \$50,000 of road and bridge bonds.

Winston-Salem, N. C.—The Board of Aldermen, it is reported, has ordered the issue of the \$70,000 of bonds remaining out of the total of \$140,000 authorized some time ago.

At Park City (P. O. Knoxville), Tenn., bids will be received until 1 P. M. August 25 for \$105,000 of 5 per cent. improvement bonds. Further particulars will be found in the advertising columns.

At Brookhaven, Miss., bids will be received until September 1 for \$15,000 of 5 per cent. 20-year school-improvement bonds. Further particulars will be found in the advertising columns.

#### Financial Notes.

The Savannah Bank & Trust Co. of Savannah, Ga., proposes to increase its capital from \$350,000 to \$700,000.

The Commonwealth Life Insurance Co. of Louisville, Ky., will, it is reported, increase its capital stock from \$200,000 to \$500,000.

The Consolidated Cotton Duck Co. announces that a dividend of 2 per cent. upon the preferred stock for the six months ended June 30 has been declared, and will be paid on October 1. David H. Carroll is treasurer of the company at Baltimore.

A summary of the statements issued by the State banks of Oklahoma under date of July 15 shows total resources of \$30,729,241; individual deposits, \$21,216,526; loans and discounts, \$18,030,090; capital stock paid in, \$6,795,050; surplus fund, \$585,951; undivided profits, \$707,610; due from banks, \$7,206,695; cash in banks, \$1,968,944. The increase in individual deposits as compared with the statements of May 14 was \$828,639.

A report from New Orleans says that the Colonial Bank & Trust Co. and the Cosmopolitan Bank & Trust Co. will soon be merged as the Mercantile Bank & Trust Co. of New Orleans, which is now being organized by stockholders of the two institutions. The new concern will have \$360,000 capital and \$90,000 surplus. George C. Friedrichs is president of the Colonial and Chas. DeB. Claiborne is president of the Cosmopolitan. The president of the new institution is not yet named.

#### Consolidated Cotton Duck Co.

Baltimore, August 14, 1908.

The Directors of this Company have DECLARED A DIVIDEND OF 2 per cent. upon the Preferred Stock of this Company for the six months ended June 30, 1908, payable October 1, 1908, to Stockholders of record September 21, 1908. The Transfer Books will be closed at 3 P. M. September 21, 1908, and reopened October 2, 1908. Checks will be duly mailed to Stockholders.

DAVID H. CARROLL, Treasurer.

#### PROPOSALS.

##### Erection of Courthouse

The Board of County Commissioners of Rains county, Texas, will meet in Emory, the county seat, on the 4th day of September, 1908, at which time they will receive sealed proposals from contractors for the erection of a two-story Courthouse in accordance with plans and specifications prepared by The Bryan Architectural Co., 500 National Bank of Commerce, St. Louis, Missouri.

All bids must be submitted in a sealed envelope marked "Bids for the Erection of the New Courthouse," and must be accompanied by a certified check in the sum of two thousand dollars (\$2000), made payable to W. H. Clendenin, County Judge, as a guarantee of good faith that the bidder, if successful and the contract is awarded to him, will make and execute a surety company bond in a company having complied in every respect with the laws of the State of Texas in the sum of the contract price. And in failure so to do, his certified check will be forfeited to the county as damage for loss of time, readvertising, etc. The right is reserved to reject any or all bids.

All bids must be in the hands of W. H. Clendenin not later than twelve o'clock noon the 4th day of September, 1908, at which time they will be opened and contract awarded.

All unsuccessful bidders' checks will be returned to them after the award has been made.

Parties desiring plans and specifications will make application to the architects. Done by order of the County Commissioners' Court.

W. H. CLENDENIN,  
County Judge,  
Emory, Texas.

##### "System of House Sewers"

Vicksburg, Miss., July 21, 1908.

Sealed bids will be received by the Mayor and Board of Aldermen of Vicksburg, Miss., till 8 P. M. September 7, 1908, for furnishing materials and constructing complete a system of house sewers, approximating 30 miles of 8-inch to 27-inch pipe sewers, with 400 man-holes and 100 flush tanks. Deposit, 3 per cent. of amount of bid. The right is reserved to reject any and all bids. For blank forms, specifications and other information address Walter G. Kirkpatrick, Civil Engineer, Jackson, Miss. Plans and specifications are on file at the City Hall, Vicksburg, and the office of the engineer.

P. M. HARLING, Mayor.

##### Water-Works System

Sealed bids will be received by the Building Committee of the University of Alabama until 12 o'clock noon September 7, 1908, for furnishing materials and labor for the construction of a complete water-works system for the University of Alabama, at University, Ala., including a concrete dam and power-house. For copy of specifications and bidding sheets address

DR. JOHN W. ABERCROMBIE,  
President,  
University P. O., Alabama.

##### Masonic Temple

Bids will be opened at 12 o'clock M. September 15, 1908, for a Masonic Building at Marion, Va., from plans and specifications prepared by F. P. Milburn & Co. of Washington, D. C., a copy of which may be seen at the office of the Marion National Bank, Marion, Va.

J. G. FRY, Chairman,  
Marion, Va.

#### Notice to Electrical Contractors

Sealed bids will be received at the Governor's office, Montgomery, Ala., until August 26, 1908, for the wiring of the Engineering Building and the Biological and Geological Building of the University of Alabama. Plans and specifications may be seen at the office of the President of the University, University, Ala.

#### Iron Bridge, Etc.

Iron Bridge and Butments to be built at Speedwell, Wythe county, Virginia. Bids to be opened September 7, 1908. For information see A. L. Porter, Rural Retreat, Va.

#### Special Advertisements of General Interest.

## BANKRUPT SALE

### Ware-Hatcher Furniture Factories

INCORPORATED

In the District Court of the United States for the Northern District of Georgia.

In re Ware-Hatcher Furniture Factories, Inc., Bankrupt.

By virtue of an order passed by Honorable P. H. Adams, Referee in the above-stated cause, on August 12, 1908, the undersigned invite bids in writing, addressed to the Referee in Bankruptcy, at his office in Atlanta, Georgia, to be opened on September 17, 1908, at ten o'clock A. M., for all the assets of said bankrupt, except accounts and bills receivable. Said assets are offered for sale as a whole or in separate parcels as designated by said order. All sales will be made for cash, and each bidder must deposit with his bid ten per cent. thereof in cash or in certified check. The right is reserved to reject any and all bids, and the same are subject to the approval of the Court. The upset price for all of said property, except accounts and bills receivable, is fixed at \$225,000. For plans, inventories and further information apply to

W. D. ELLIS, JR.,  
HUGH RICHARDSON,  
JOHN S. OWENS,  
Trustees, Atlanta, Georgia.

FORREST ADAIR, Commissioner,  
Atlanta, Georgia.

## COAL PROPERTY

### For Sale or Lease

20,000 acres of Pocahontas coal property carrying seams Nos. 3, 4 and 6. Analysis shows 78% carbon. Low in sulfur and ash.

Located in McDowell county, West Virginia, on N. & W. R. R. Last large tract requiring no expensive railroad building to reach.

Will sell mineral rights or fee. Would also join in developing property. Titles perfect.

BOX 122, WILLIAMSON, W. VA.

## Majority of Stock in Prosperous Sawmill

In order to settle an estate we offer for sale all or a majority of the stock in a live, going, prosperous new band-saw mill company; 25 years' supply of the finest hardwood stumpage to draw from. Address

THE KENTUCKY SAWMILL CO.,  
Chas. Bartles, Manager,  
Hays, Breathitt County, Kentucky.

## STREET RAILWAY

### The City of Tyler, Texas

Presents an inviting field for a street railway. Anyone interested in that line would do well to write the Mayor. Correspondence solicited.

JOHN H. BONNER, Mayor.

## Lumber and Planing Mill

FOR SALE.

Established Lumber and Planing Mill business in growing Southern city of over 200,000. A good opportunity for jobbing Lumber, Doors and Blinds in connection. Will take \$50,000 to swing the business properly. Address "Lumbex," care Manufacturers' Record.

## ALPHABETICAL INDEX OF ADVERTISERS.

Ads. marked \* appear every other week. Ads. marked † appear in first issue of the month. Ads. marked ‡ not in this issue

FOR "CLASSIFIED OPPORTUNITIES" See Page 74.

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